



IMPACT!

Report 2018-20

FACTS ABOUT ITF

64% OF GLOBAL MARITIME
FREIGHT ORIGINATES IN
ITF MEMBER COUNTRIES

70% OF ALL INTERNATIONAL
TOURISTIC TRIPS GO TO
ITF COUNTRIES

75% OF WORLDWIDE ROAD
AND RAIL TRAVEL
OCCURS IN ITF MEMBER
COUNTRIES

95% OF ALL PASSENGER CARS
ARE MANUFACTURED IN
ITF COUNTRIES*

*includes ITF observer country Brazil

80% OF ALL AIRBORNE
PASSENGER AND CARGO
TRANSPORT ORIGINATES IN
ITF MEMBER COUNTRIES

97% OF NEW SHIP TONNAGE
WAS BUILT IN ITF MEMBER
COUNTRIES IN 2019

80% OF GLOBAL SURFACE
FREIGHT IS MOVED
WITHIN ITF MEMBER
COUNTRIES

100% OF AIRCRAFT
ARE BUILT IN ITF
COUNTRIES*

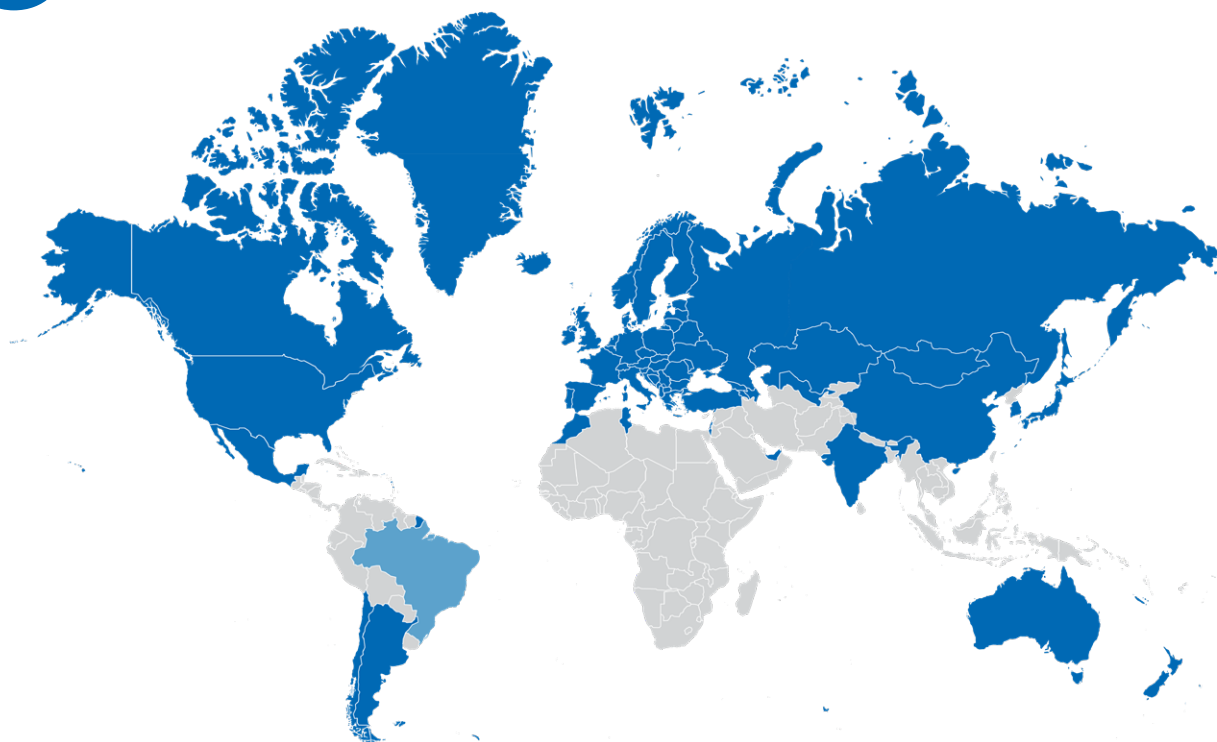
*includes ITF observer country
Brazil



ONE THIRD OF ALL THE WORLD'S COUNTRIES ARE ITF MEMBERS

5

ITF HAS MEMBER COUNTRIES ON ALL **FIVE CONTINENTS**



85%

ITF MEMBER COUNTRIES REPRESENT **85% OF WORLD GDP***

*includes ITF observer country Brazil

2010



2020

52

ITF MEMBER COUNTRIES

62



ITF MEMBER COUNTRIES ARE HOME TO **SIX OUT OF TEN PEOPLE** ON OUR PLANET

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VICE-PRESIDENT

SECRETARY-GENERAL'S MESSAGE

ACT FOR IMPACT

It is with pride that I present to you this first-ever ITF Impact Report. Organisations like the International Transport Forum exist not merely to provide analysis and organise meetings, they exist to provide analysis and organise meetings that lead to positive change. Our members, partners and stakeholders expect, and deserve, actionable advice and practical support in their quest to improve transport policies, so that these can improve the lives of our citizens. This is why at the ITF we strive to act for impact.

What constitutes impact, though? There are many possible definitions. Ultimately, it seems to me, our actions are impactful when they stir others into action. This pragmatic definition has guided the review for this

brochure - for the point of tracing ITF's impact in the real world is not scientifically certified exactitude. The key is in the mindset: to think in outcomes, rather than outputs.

In policy, results do not come at the snap of a finger. Notably in the world of multilateralism, they require the “drilling of hard boards with patience and good judgement”, as the German sociologist Max Weber famously put it. When ITF examines an issue, writes a report and offers advice, our recommendations will need to be digested, their implications studied, consultations organised, support marshalled. It takes time. This is why this report presents an overview of how our activities have played out over the past three years.

A MATTER OF TRUST

Member countries are at the centre of ITF's work. Understanding their priorities and identify how ITF can support them has been my focus as Secretary-General. For that, I have aimed to reach out to as many members as possible, to listen closely, and to build trusted relationships with Ministers and their senior officials. Since I took office, I have visited 28 ITF member countries, had meetings with Ministers and Vice-Ministers of 37 member countries and encounters with Ambassadors of 26 member countries. This has helped me to set priorities for the work of the Secretariat that reflect the needs of our members. The topics that the ITF focuses on and that you will find covered in this report - decarbonising transport, digitalisation, connectivity, safety, access and inclusion - are informed by these exchanges.

Between January 2018 and November 2020, the ITF published 164 reports and papers, more than one per week on average. These add up to more than 8000 pages of policy advice, on just about every transport-related topic that confronts policy makers. More importantly, what the ITF analysts and experts found out clearly resonated with those for whom we work. No less than 400 000 copies of our publications were downloaded from the ITF website alone over the same period - an average of 380 every day or one report every five minutes. Interest

is on the rise, too: downloads increased by 10% every year on average.

The issues we tackled prompted many, many others to take a very basic action - to click a mouse button and download a pdf. What happened after that, though? We can proudly say that often this small initial impact was the beginning of a story, by no means the end of it.

PARTNERSHIPS FOR RESULTS

Here are just some examples to give you a taste: Finland fed findings from ITF's shared mobility studies into a draft law on transport services. Spain used data from our ITF report on speed and crash risks for a road safety campaign. Canada's strategic foresight body used ITF studies to assess the potential of self-driving vehicles as a future urban transport mode. Germany's newly created Federal Road Infrastructure Company asked us to present the findings of our Working Group on Private Investment in Transport Infrastructure, work that the Czech Republic also relied upon when evaluating the usefulness public-private partnerships for the modernisation of its motorways. On Smart Mobility. New Zealand used our work to prepare a decision on the introduction of congestion pricing.

ITF's first national transport policy review, for Estonia, served as a major input to the country's National Mobility and Transport Masterplan 2021-30. For France, ITF created

a computer model of its car fleet to better understand why people buy electric vehicles (or not), which can help shape policies for a transition to sustainable mobility. The United Kingdom commissioned a study from ITF on supporting domestic air connectivity. And shortly after we had worked with Kazakhstan, Mongolia, Tajikistan and Uzbekistan on a report for improving freight connectivity in Central Asia, Mongolia and Uzbekistan joined the ITF – a wonderful outcome that strengthens ITF's global reach.

The relevance of what ITF has achieved over the past three years is visible also in the willingness of renowned institutional partners to entrust us with high-profile work on important questions. The transport policy review for Estonia was requested by the European Commission, for instance, as part of its headline Structural Reform Support Programme. Following successful delivery, the ITF is now carrying out a second project for the Commission, a study on Mobility as a Service for Belgium's capital, Brussels. For the Nordic Council of Ministers we completed an in-depth study on cleaner maritime shipping, which will serve as the launch pad for three targeted research programmes into alternative ship fuels. And the German government's International Climate Initiative, known as IKI, has chosen the ITF as partner in a multi-year project for decarbonising transport in emerging economies.

GOING (EVEN MORE) GLOBAL

Our member countries have consistently encouraged ITF to build strong links with other international organisations and bodies. I have made it one of my priorities in the past three years to reach out at the highest level to International Organisations, and I am pleased to report on the many concrete results. For the first time, the G20 commissioned input from the ITF, and the Leaders' Declaration at the G20 Summit in November 2020 explicitly endorsed the findings of our report for the G20's Digital Economy Task Force on Smart Mobility, produced with the OECD Centre for Entrepreneurship.

The Association of Southeast Asian Nations has engaged in various projects with us, and has included two in the ASEAN implementation plan for recovery from Covid-19. The European Council, the meeting of the EU's heads of state or government, asked ITF to help draft key policy conclusions on connected and automated driving. ITF's study on the labour market implications of self-driving trucks was welcome input for the new OECD Jobs Strategy in 2018, and we have collaborated on a wide range for projects with our sister organization. Not least, the "ITF Day @ OECD" I introduced has raised the visibility of our work within the OECD to a new level.

Das ist grün.
[deutschebahn.com/gruen](https://www.deutschebahn.com/gruen)

“Kin

Leipzig

CLIMATE
FOR
EVER

장섭과
기념태
F
5.



ITF is the only organisation with a global mandate for all transport modes, and our relationships should reflect this. For this reason, I have paid great attention to planting seeds with partners in world regions where the ITF has not been as present as it could and should. Our push to engage more with Latin America, Asia and Africa has been extraordinarily productive. In Latin America, the enthusiasm of our relatively recent members Chile and Argentina is radiating across the region and has opened up many opportunities to showcase ITF. In addition, Brazil became an ITF Observer Country in July 2020 and Colombia officially requested ITF membership as this report went to press, a step publically announced by President Iván Duque Márquez in the presence of Minister of Transport Ángela María Orozco Gómez at an event on 27 November 2020.

INCREASING TRACTION

In Asia, we succeeded in winning two new member countries - Mongolia and Uzbekistan. We also built trusted relationships with the Association of Southeast Asian Nations (ASEAN), the Asia-Pacific Economic Cooperation (APEC) and the Asia-Europe Meeting (ASEM). A special tie now binds ITF with the United Nations Economic and Social Commission for Asia (UNESCAP), after both organisations agreed in 2020 to grant each other official observer status.

Africa is the third region where ITF has become much more active and visible. We were thrilled to welcome Tunisia as a new ITF member at the 2019 Summit. Morocco currently holds the Vice-Presidency of our organisation, together with the United Kingdom, and will become our first African Presidency country in 2021/22. Our work for the creation of an African Road Safety Observatory, jointly with the World Bank and the Fédération Internationale de l'Automobile (FIA), is making ITF widely known on the continent, certified by the growing number of African stakeholders participating in ITF events.

An essential part of ITF's more global outreach is our much-intensified collaboration with the Multilateral Development Banks. Our longstanding partnership with the World Bank has won an additional dynamic recently, evident in our collaboration on the new Road Safety Observatories for the Asia-Pacific and Africa or in setting up the Vietnam Logistical Statistics System. As we are seeking to further increase ITF's traction on the ground to better link policy recommendations with implementation, we have struck up effective partnerships also with the regional development banks for Asia and Latin America, notably the Inter-American Development Bank (IDB), the Asian Development Bank (ADB) and the Asian Infrastructure Investment Bank (AIIB).

OUT OF THE SILOS

I have also prioritised building bridges to partners outside the transport sector. We continue to invest in the closest possible relationship with our core stakeholders in the transport sector, of course. Working with the United Nation's special bodies for transport -- the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), the regional Commissions -- and international transport sector associations such as the International Association of Public Transport (UITP), the International Road Transport Union (IRU), the International Union of Railways (UIC), the International Air Transport Association (IATA), the World Shipping Council (WSC) or the International Transport Workers' Federation, to name only some of our partners *pars pro toto*.

We cannot be truly impactful, though, if we remain cloistered. Transport must not be a silo in which our ideas only reverberate in an echo chamber. Sectors such as tourism, trade, energy, environment, urban affairs and health are inextricably intertwined with transport policy. One of my initiatives has been to launch a systematic outreach to other sectors, in order to explore where joint work can benefit all. The fruits are already beginning to show: For a joint study with the World Tourism Organization (UNWTO), we modeled transport-related CO₂ emission of the tourism sector. Media hailed the result, launched at COP25, as "landmark report".

Producing written analysis and advice is only one facet of the work of ITF. Our partners tell us that ITF's convening power is just as important to them. The ability to bring together the best and brightest minds from around the world on a given transport policy issue adds immense value to the empirical evidence and policy analysis that we offer -- whether we bring together ministers and policy makers at the ITF Summit, experts and researchers at Roundtables and in Working Groups, or stakeholders in our regular consultation meetings.

THE POWER TO CONVENE

The Summit is ITF's anchor with the global policy community and a shining beacon for ITF's global reputation. Now in its second decade, the Summit has firmly established itself as the world's premier transport policy event. Nearly 3000 attendees travelled to Leipzig to be at the 2018 and 2019 Summits. Had the Covid-19 crisis not forced the postponement of the 2020 Summit, it would have been not far from 5000 for the past three years. The Summit is a magnet for member and non-member countries alike, attracting participants from some 80-plus nations around the world, with ministers from dozens of nations. From those who participated recently we hear the ITF Summit is "a first-rate event", "a unique opportunity" and "the Davos of Transport".

Our aim is to keep it that way, and to strengthen further the Summit's role as



a catalyst for transport policy innovation and matchless networking hub for policy makers and policy shapers. The Summit Implementation Conference I initiated in 2018 is one example. It has enabled a better follow up on the Summit's Ministerial Declarations and thus strengthened the focus on its impacts. The Pre-Summit Research Day, also held for the first time in 2018, provides a new platform for transport researchers to federate their findings and directly feed them into the policy discourse at the Summit. This has been extremely enriching, and I am grateful to all the partners who support this innovative concept, notably the World Conference on Transport Research Society (WCTRS), the Transportation Research Board (TRB) and the European Conference of Transport Research Institutes (ECTRI).

Our long-standing link with the academic and research community is as vital as ever and continues to bring together university academics, government researchers and independent consultants in various formats – working groups, roundtables, workshops, conferences – to provide the evidence base for the best possible policy decisions. The ITF has also become something of a “think tank’s think tank”, with many of our findings percolating into work by foresight units and consultancies, helping us to inform policy indirectly as well as directly.

THE THINK TANKS’ THINK TANK

The ITF Transport Outlook, our flagship product, is notable in particular for both its double impact. The result of the Outlook’s projections for future transport demand, CO₂ emissions or – in the 2019 editions – the scenarios for impacts of different disruptions, from transport electrification to telework – are widely studied. Even more significantly, the Outlook’s approach to foresight has been studied and adopted by others, among them the governments of New Zealand and Canada. China’s Ministry of Transport has twice translated the ITF Transport Outlook into the Chinese language.

The ITF Corporate Partnership Board has proven its value as a highly useful communication channel between government and the private sector. It has helped to throw a bright spotlight on issues emerging at the cutting edge of transport innovation, notably as the initiator of influential reports on hot topics from block chain to micromobility. It has also been an effective sounding board that has offered valuable insights for policy makers in an era of rapid and disruptive change in transport, and, conversely, allowed companies to appreciate the policy-makers’ perspective.

The purpose of looking back is to prepare for the future – to check the compass and verify the course. Yet rarely ever in the past decades has even the near future been so uncertain

and so hard to fathom. What seems certain is only that uncertainty is here to stay for quite some time. Technological, environmental and social disruptions are shifting the ground on which we tread. Now, these challenges are compounded by a global health pandemic of historic proportions, which has left hardly anyone or anything untouched.

Through the haze, two paramount challenges for transport are clearly discernable for the years ahead: the need to overcome transport's carbon dependency quickly, and to deal with the dramatic impacts of Covid-19. These are huge tests awaiting us. The ITF is well positioned and ready to provide our governments and stakeholders with support that counts.

ON COURSE TO TACKLE CLIMATE CHANGE AND COVID-19

The transition to carbon-neutral mobility is under way, but it is still too slow to make a difference for global warming. For COP26 in November 2021, the signatories of the Paris agreement will have to revise their Nationally Determined Contributions for the first time. So far, transport does not appear in a meaningful way in most NDCs. ITF's Decarbonising Transport initiative is ramping up its efforts to help countries find their individual pathways to sustainable mobility. Our new Transport Climate

Action Directory, hailed as a "milestone" and officially endorsed by UNFCCC, launched in July 2020. It gives decision makers a tool to pick decarbonisation policies that work and align with each other. We are complementing the Directory with a multitude of sectoral and regional studies produced under the umbrella of the Decarbonising Transport initiative with its more than 70 partners.

ITF has also made strides on the political level by bringing the voice of transport to the climate change negotiations. A group of ITF countries, with Chile, Sweden and the United Kingdom have led a push to raise transport's visibility in the climate negotiations, where it has been overlooked for too long. The ITF Secretariat has flanked this initiative with targeted activities, notably within the Marrakech Partnership, by co-organising the Transport Day at COP and the "Race to Zero" Dialogues, using our convening power as UNFCCC focal point for transport - a role in which we have just very recently been confirmed and that we will leverage in the run up to COP26.

The current health crisis is also very much a transport crisis. Aircraft are grounded, seafarers stranded. Trains are empty and public transport users stay away. Car traffic collapsed and supply chains are creaking. All of this came out of the blue, and the ITF was caught by surprise like everybody else. On 13 March, I organised a stress test for the Secretariat: a day of obligatory home office for all staff to



trial our remote working capabilities. The next day, a lockdown was imposed; ITF has been teleworking ever since.

Despite this, the Secretariat has remained fully operational and went to work immediately. By 16 March, we had created a web hub for sharing information on responses to Covid-19. On 6 April, we launched the new ITF Covid-19 Transport Briefs series with fresh, pertinent analysis. By 21 April, a survey among member countries identified their most urgent support needs.

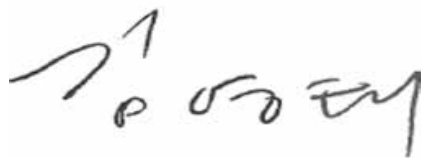
GLOBAL DIALOGUE BASED ON EVIDENCE

On 2 June, the first in a series of webinars for ITF members on these priorities took place, followed by a virtual Ministers' Roundtable in early December, in which 24 Ministers participated to discuss responses to the pandemic. For the 2021 Summit, we are weaving the Covid-19 dimension into the topic "Transport Innovation for Sustainable Development".

I believe we can serve our countries most by continuing to improve step by step what ITF is best at: orchestrating a truly global dialogue for better transport and building an evidence base for better decisions. In this spirit, I invite you to peruse the evidence for ITF's impact gathered in these pages. It shows that our organisation is a relevant voice in the world and can make a difference.

What ITF has achieved during the past three years would not have been possible without a truly dedicated team. I felt pride when one of our member country representatives recently told me: "The people who work at the ITF are very good - true experts!" My gratitude goes to ITF's member governments for their continued trust and confidence and to my staff for their hard work and focus on results.

I look forward to reporting to you on what I am confident will be ITF's positive impact over the coming, transformative years that will see transport make great strides towards a new mobility future.



Young Tae Kim

*Secretary-General
International Transport Forum*



PRIORITY TOPICS

DECARBONISING TRANSPORT

The Decarbonising Transport (DT) initiative is the umbrella for ITF's activities to support the transition to carbon-neutral mobility. It unites more than 70 governments, organisations, institutions, foundations and companies that contribute in different roles, including as funders and knowledge partners. The Initiative is anchored in the ITF's Corporate Partnership Board. All DT projects share a single aim: to help decision makers select CO₂ mitigation measures that deliver on climate commitments.

The launch of ITF's **Transport Climate Action Directory** in July 2020 was a milestone for ITF and for transport decarbonisation policy. The Directory contains more than 60 decarbonisation measures, along with the scientific evidence to assess their effectiveness. The UNFCCC has endorsed the Directory and encourages its use for the revision of NDCs in the run-up to COP26. So far, the Directory has been consulted over 2 500 times by users from more than 60 countries, with most interest for alternative fuel infrastructure, road charging and green procurement.



The International Transport Forum's Transport Climate Action Directory is a milestone for integrated climate policy and a trailblazer for a broader, cross-sectoral approach to combatting climate change. The UNFCCC endorses the Transport Climate Action Directory for use by governments, the private sector and all climate stakeholders in their quest to implement the most effective transport climate policies and measures.

Patricia Espinosa
Executive Secretary, UNFCCC



2020



Ministers Gloria Hutt Hesse (Chile) and Tomas Eneroth (Sweden) present a joint ministerial statement on transport and climate change at ITF's 2019 Summit



The Decarbonising Transport initiative has established a highly effective **global policy dialogue on transport and climate change**. Technical workshops, policy briefings, events at COP and the regular Ministers' Roundtable on Transport and Climate Change at ITF's Annual Summit help to develop common policy messages – notably a joint statement by ministers participating in the Ministerial Roundtable at ITF's 2019 Summit. As UNFCCC focal point for transport, ITF can feed such transport sector positions into the UN climate change negotiations, and generally acts as an important conduit between transport stakeholders and the COP process.

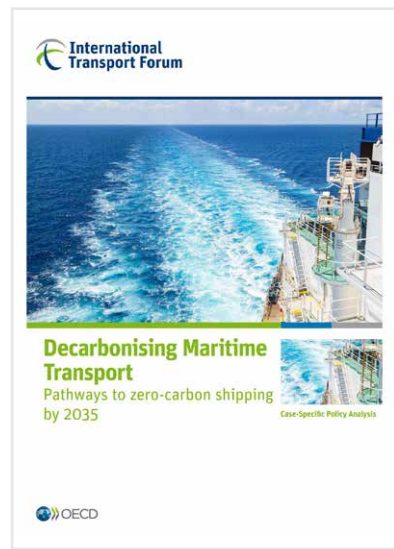
The **Decarbonising Transport in Europe (DTEU)** project helps the European Union to achieve its CO₂ reduction ambitions for the transport sector by providing European policy makers with better quantitative evidence on the actual impact of CO₂ mitigation measures. Following four workshops in 2019/20, the final results were presented in December 2020.

The **Decarbonising Transport in Latin American Cities** develops transport models for Bogotá (Colombia), Buenos Aires (Argentina) and Mexico City to enable the authorities to assess the impact of different transport CO₂ reduction measures. The DTLA project is a collaboration with the Inter-American Development Bank (IDB). Three workshops were held in 2019, and four online technical meetings in 2020.

The **Decarbonising Transport in Emerging Economies** (DTEE) supports the governments of Argentina, Azerbaijan, India and Morocco to establish pathways to low-carbon transport and meet the Nationally Determined Contributions (NDCs) under the Paris Agreement. The project is funded by Germany's International Climate Initiative (IKI) and implemented by ITF together with the Wuppertal Institute.

The DTEE Argentina project virtual conference "**Decarbonising Transport in an Unprecedented Global Crisis**" in July 2020 with eleven events over three weeks and the participation of the Ministers of Transport from Argentina and Chile attracted more than 600 participants from 50 countries, raising the profile of the issue and the visibility of ITF across Latin America and the world.

The DTEE India project launched in June 2020 with a high-level online event including Amitabh Kant, CEO of the **National Institution for Transforming India** (NITI Aayog) and ITF Secretary-General Young Tae Kim. A second, related project, the **NDC Transport Initiative for Asia**, will promote coherence of transport decarbonisation policies among ministries, civil society and the private sector. ITF is collaborating with NITI Aayog, German development agency GIZ and six other project partners.



The 2018 ITF study on **Decarbonising Maritime Transport** pointed out that maximum deployment of known technologies could decarbonise maritime shipping by 2035. The report was covered by the BBC, Reuters, the Wall Street Journal, Le Monde, Il Republicca and Politico, among others. Several countries evoked the report during discussions for the **IMO Initial Greenhouse Gas Strategy for Shipping** at the International Maritime Organization. The **Nordic Council of Ministers** commissioned ITF with a follow-up study to examine pathways to clean shipping which will serve as a basis for three research programmes into alternative ship fuels.



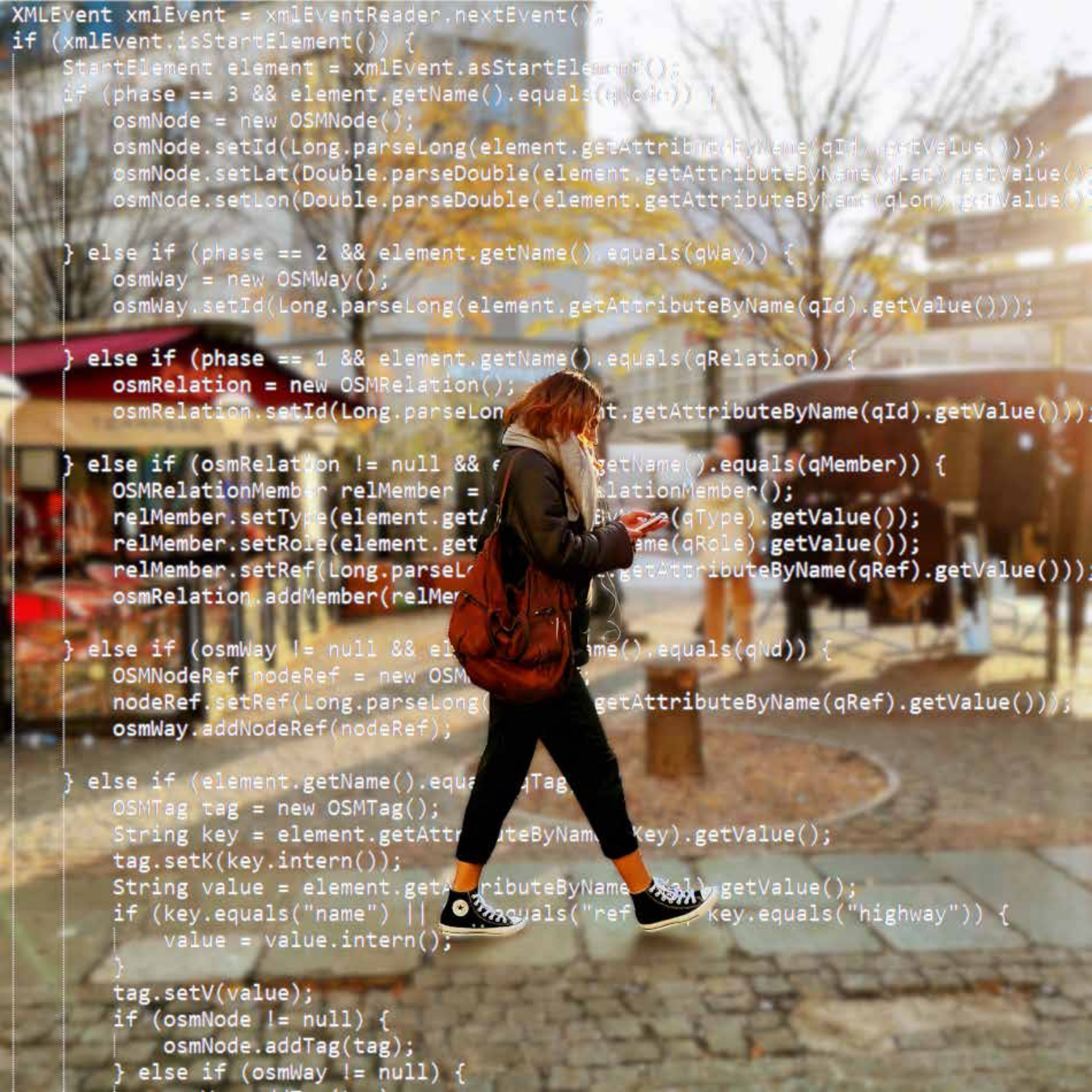
Ireland is one of the member governments supporting and involved in the Decarbonising Transport initiative. Under this, we will develop a baseline carbon benchmark that will propose pathways to low carbon transport and conduct a feasibility study on decarbonising road freight.

2019



Thank you on behalf of the Argentinean Ministry of Transport for the impressive Decarbonising Transport event. The level of the technical knowledge was outstanding. This experience has been profitable not only for our country but also for the LAC region.

2020

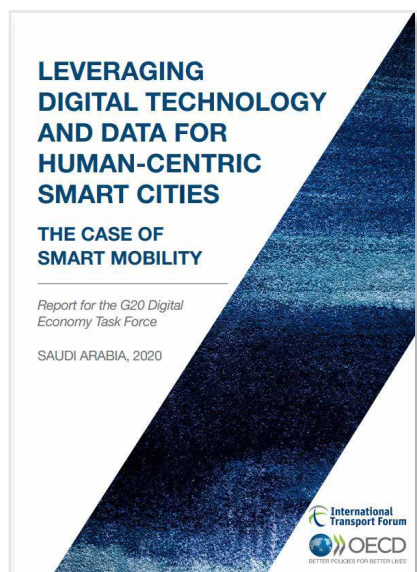


```
XMLEvent xmlEvent = xmlEventReader.nextEvent();
if (xmlEvent.isStartElement()) {
    StartElement element = xmlEvent.asStartElement();
    if (phase == 3 && element.getName().equals(qNode)) {
        osmNode = new OSMNode();
        osmNode.setId(Long.parseLong(element.getAttributeByName(qId).getValue()));
        osmNode.setLat(Double.parseDouble(element.getAttributeByName(qLat).getValue()));
        osmNode.setLon(Double.parseDouble(element.getAttributeByName(qLon).getValue()));
    } else if (phase == 2 && element.getName().equals(qWay)) {
        osmWay = new OSMWay();
        osmWay.setId(Long.parseLong(element.getAttributeByName(qId).getValue()));
    } else if (phase == 1 && element.getName().equals(qRelation)) {
        osmRelation = new OSMRelation();
        osmRelation.setId(Long.parseLong(element.getAttributeByName(qId).getValue()));
    } else if (osmRelation != null && element.getName().equals(qMember)) {
        OSMRelationMember relMember = new OSMRelationMember();
        relMember.setType(element.getAttributeByName(qType).getValue());
        relMember.setRole(element.getAttributeByName(qRole).getValue());
        relMember.setRef(Long.parseLong(element.getAttributeByName(qRef).getValue()));
        osmRelation.addMember(relMember);
    } else if (osmWay != null && element.getName().equals(qNd)) {
        OSMNodeRef nodeRef = new OSMNodeRef();
        nodeRef.setRef(Long.parseLong(element.getAttributeByName(qRef).getValue()));
        osmWay.addNodeRef(nodeRef);
    } else if (element.getName().equals(qTag)) {
        OSMTag tag = new OSMTag();
        String key = element.getAttributeByName(qKey).getValue();
        tag.setK(key.intern());
        String value = element.getAttributeByName(qVal).getValue();
        if (key.equals("name") || key.equals("ref") || key.equals("highway")) {
            value = value.intern();
        }
        tag.setV(value);
        if (osmNode != null) {
            osmNode.addTag(tag);
        } else if (osmWay != null) {
            osmWay.addTag(tag);
        }
    }
}
```


PRIORITY TOPICS

DIGITALISATION

Bits and bytes are driving transport innovation in the 21st century. Policy makers are keen to pursue the opportunities for better transport coming from smartphones, automated driving or blockchain technology. ITF work on the digital dimension of transport helps governments to spot opportunities and identify downsides.



The G20 asked the ITF to provide an **input report for the G20 Summit** in July 2020 on how to leverage digital technology and data for human-centric smart cities, specifically for smart mobility. The report, produced in collaboration with the OECD's Centre for Entrepreneurship, fed into the deliberations of the G20 Digital Economy Task Force and was highlighted and endorsed in the Leaders' Declaration.

The ITF was asked to help develop the conclusions for the 4th High-Level Meeting on **Connected and Automated Driving** organised by the European Council in October 2020. The conclusions reflect the views of 21 EU member countries, the EU Commission as well as non-EU members Norway and Switzerland. The ITF was listed as an official supporting organisation upon request of the Finnish Council Presidency. The ITF's contribution was underpinned by our 2018 report on "Cooperative Mobility Systems and Automated Driving", among others.



Governing Transport in the Algorithmic Age



Corporate Partnership Board Report



Regulating App-Based Mobility Services Summary and Conclusions

175



Commercial Vehicle On-Board Safety Systems Summary and Conclusions

163

ITF has published a host of widely referenced studies examining the impacts of the digital transformation on transport. **"Governing Transport in the Algorithmic Age"** explores the impact of automated decision-making systems on transport and how governments can set rules.

"Regulating App-Based Mobility Services" examines how ridesourcing, dockless bikeshare, e-scooters and other innovative forms of urban mobility deliver their full benefits for society.

"Commercial Vehicle On-Board Safety Systems" analyses how increased automation changes the driving task for road freight transport and considers regulatory responses.

ERTICO

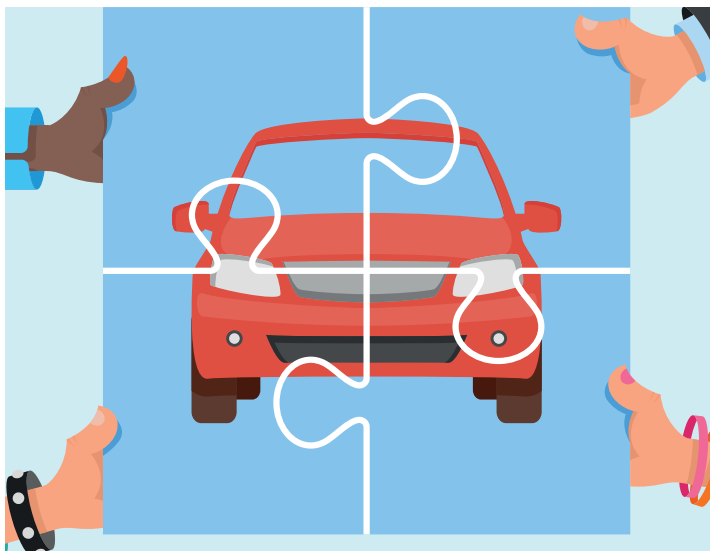
The ITF has done a superb job in pulling together this ground-breaking report on Algorithmic Governance. It serves as a blueprint for how public governance in an algorithmic age might take shape.

2019

UBER

We found your report incredibly thought-provoking. It helped us frame some of the ongoing conversations around data and regulation at Uber.

2019



The ITF's cutting-edge computer modelling of **app-based shared mobility** solutions for cities remains in high demand. Eight reports to date examine various shared mobility scenarios. Specific studies on Lisbon, Helsinki, Auckland, Dublin and Lyon helping decision makers there to evaluate the potential of, and pathways to, less congestion, reduced emissions, better connectivity and more efficient use of urban space.



The ITF's work in simulating very uncertain but rapidly evolving future scenarios has been invaluable.

2019

Impact

DIGITALISATION

- The Canadian government's strategic foresight organisation used ITF studies for their analysis of whether self-driving vehicles could be the **new mass transit solution** for cities.
- The ITF work on the **impact of self-driving trucks** on the labour market for drivers served as input to the latest OECD Jobs Strategy launched in December 2018. For the report "Managing the Transition to Driverless Road Freight Transport". ITF had brought together the International Transport Workers Federation, the Association of European Car Manufacturers (ACEA) and the International Road Transport Union (IRU) as project partners.



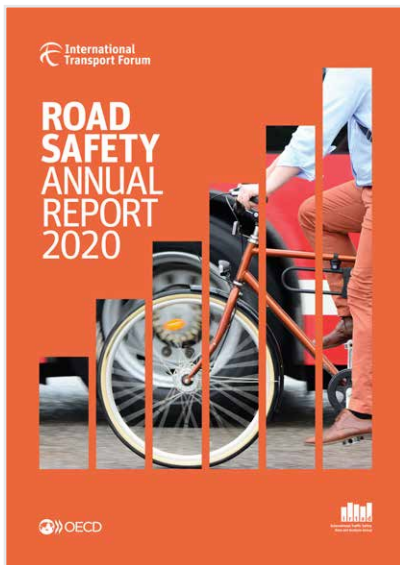
ITF's Road Safety Annual Report is a fundamental publication with very valuable information that allows us to identify actions.

PRIORITY TOPICS

SAFETY AND SECURITY

Helping governments to keep transport users safe and secure is a top priority for the International Transport Forum. Our road safety activities have informed policies that save lives around the world, and our work on resilience is making transport systems everywhere more robust.

The ITF published **twelve major road safety reports** in 2018-20, one every quarter on average. Topics range from classic issues such as the role of speed or alcohol in causing crashes, to emerging topics such as safe self-driving vehicles, the role of digitalisation for road safety or the safety of e-scooters. The ITF's flagship Road Safety Annual Report is the go-to reference for the most recent and most **reliable road safety data** for around 40 countries. Compiled by the International Traffic Safety Data and Analysis Group (IRTAD), ITF's permanent working group on road safety, the report is consistently among the most downloaded ITF products and a regular source of media articles.



The ITF played an active part in the success of the groundbreaking 3rd Global Ministerial Conference on Road Safety in Stockholm in February 2020. **The Stockholm Declaration**, endorsed by the UN General Assembly in August, agreed a target of halving the number of road deaths by 2030 and called for a 30 km/h speed limit in mixed traffic areas to protect vulnerable road users – both measures supported by ITF findings. ITF Secretary-General Young Tae Kim opened the Ministerial's high-level panel on “Enhancing International Collaboration for Road Safety”.



The ITF report on **Safe Micromobility** launched in Stockholm made headlines around the world and became the best-selling ITF report of 2020, with more than 5 000 downloads to date. The report's ten recommendations were translated by the Spanish Road Administration and disseminated among officials and stakeholders. The proposed **categorisation of micro-vehicles** based on safety-relevant characteristics has been used by other studies.



The **15 recommendations for safer road infrastructure** developed by the iRAP Innovation Workshop 2020, co-organised by the ITF, fed into the Stockholm Declaration. The ITF Secretary-General Young Tae Kim, Lord Robertson, Minister Tomas Eneroth (Sweden), Rob McInerney (CEO iRAP), Jean Todt (UN Special Envoy for Road Safety) and Saul Billingsley (Executive Director, FIA Foundation) at the Innovation Workshop, an official pre-event to the Ministerial.

Two new Road Safety Observatories will help world regions with a disproportionately high number of traffic victims to reduce deaths and serious injuries from road crashes. They build on the enormous success since 2012 of the Latin American and Caribbean Road Safety Observatory (OISEVI) - which in turn has its roots in the twinning programmes initiated by the IRTAD Group.

- The **African Road Safety Observatory** (ARSO) was launched in November 2018, following an agreement signed at the ITF Summit in May 2018 in presence of Morocco's transport minister between the ITF, the World Bank and FIA, to collaborate on regional road safety observatories. ARSO federates African countries' activities to collect, analyse, and share reliable crash data and serves as a platform to share best practices and scale up effective policies. The African Union hosts the ARSO Secretariat.

- The launch of the **Asia-Pacific Road Safety Observatory** (APRSO) was a joint initiative of ITF and the Asian Development Bank, the World Bank, FIA and UNESCAP, with support from the WHO and UK Aid through the Global Road Safety Facility (GRSF). The ADB serves as the secretariat for APRSO. The establishment of the APRSO was announced in February 2020 at the Global Ministerial Conference on Road Safety in Stockholm, Sweden.

Impact

ROAD SAFETY

- Latvia's **National Plan on Road Safety 2017-20** of Latvia was strongly inspired by the ITF's two reports on Safe System.

- Spain's national road agency used findings from the report "Speed and Crash Risk" for a **campaign to counter myths and falsehoods about the dangers of speeding**, widely covered in Spanish media.

- The city of Buenos Aires attributes the **reduction of road deaths by one-third** in the city over five years to the access to data and best practices through the ITF's Safer City Streets network.

- Seoul National University Press published a **Korean edition** of the "Zero Road Deaths" report.

- **Changes to the permissible alcohol level** of drivers in Latvia proposed by the Ministry of Transport were based on ITF findings.



ITF's Head of Research Stephen Perkins presents at the Safer City Streets workshop in Buenos Aires in April 2019

The membership of **Safer City Streets**, the ITF's global traffic safety network for liveable cities, has grown to nearly 50 cities around the world. Safer City Streets meetings and webinars have attracted more than 350 participants from more than 50 countries, getting together to improve their cities' road safety by sharing data, experiences and knowledge. Applying the successful IRTAD model to city level, the ITF collects, validates and analyses safety data provided by cities in a dedicated database. Member cities have access to the data, a network of experts, targeted analyses and a global road safety benchmark.

In 2008, the ITF introduced an international audience to **Vision Zero and the Safe System** in the seminal report "Towards Zero". Our follow-up report "Zero Road Deaths and Serious Injuries" (2016) refined the Safe System methodology based on international experiences and called for a paradigm shift in thinking on road safety. A rapidly growing number of countries and cities have since made it their aspiration to eliminate road deaths. Since 2019, the joint ITF-World Bank working group "Safe System Implementation" is developing guidelines for policy makers how to put in place the mechanisms to underpin and realise that ambition.



GOBIERNO DE LA CIUDAD AUTÓNOMA DE BUENOS AIRES

10th of November 2020
Ciudad Autónoma de Buenos Aires

Dear Mr Young Tae Kim,

As the Secretary of Transportation and Public Works for the Government of the city of Buenos Aires, I would like to extend my gratitude for the support offered by the Safer City Street network, specifically on the work carried out with the road safety teams in the city.

Buenos Aires has greatly benefitted from participating in the network including, but not limited to, furthering awareness on international data collection standards as well as the appropriate methodologies to collect data on road safety and mobility. Our teams have been able to access best practices and experiences from other cities, which has, in turn, helped this administration to make informed decisions.

The strengthening of data policies in the city and the access to best practices has allowed the city to reduce fatal traffic victims by 33% in the 2015 - 2019 period.

I would like to, yet again, extend my sincere gratitude for the support offered over the last few years and for helping the city to reach a significant milestone in the bettering of our urban road system.

Best regards,

Juan José Mendez
Secretary of Transportation and Public Works
Government of the city of Buenos Aires



Blockchain and Beyond:
Encoding 21st Century
Transport



Corporate Partnership Board
Report

How can **resilience of supply chains** be balanced with efficiency? Supply chains have become more vulnerable to disruptions, and the consequences of these disruptions become more severe. The ITF addressed this hot topic for policy makers and businesses alike at a 2018 Roundtable with 35 specialists from 17 countries and in two Corporate Partnership Board projects. The latter focus on distributed ledger technologies, seen as a potential tool to make transport systems more resilient in the future: **"Blockchain and Beyond: Encoding 21st Century Transport"** was launched at the 2018 OECD Blockchain Policy Forum, the findings of the project "Blockchain and Trusted Provenance in Transport Supply Chains" were released in November 2020, with a report to follow.



PRIORITY TOPICS

CONNECTIVITY

Good transport infrastructure and efficient mobility services bring people together and goods to their markets. The connectivity that transport provides widens horizons and opens up opportunities. It builds stronger communities and expands their reach. The ITF's connectivity work explores how to strengthen transport links around the globe, between countries, from city to city, or to the other side of town.

A comprehensive **national transport policy review** for Estonia by the ITF served as major input to the Baltic nation's Transport and Mobility Master Plan 2021-30. The study assessed ten key aspects of transport policy with recommendations for reform. It also modelled the impact of selected proposed reforms under different scenarios. The project was carried out by the ITF on behalf of the European Union's Structural Reform Support Programme.

ITF's 2019 report "**Enhancing Connectivity and Freight in Central Asia**" benchmarked the freight and logistics performance of ITF member Kazakhstan and neighbouring Mongolia, Tadjikistan and Uzbekistan. Dubbed a "page turner" by the Australian National University's Central Asia Studies programme, the report offered detailed recommendations for strategic infrastructure planning. Following the project, Mongolia and Uzbekistan requested membership in the ITF and joined the organisation in July 2020.



We carried out a policy review on connectivity and ports. ITF gave specific recommendations for improving our regulatory framework that were very useful and which we are still using.

2019



Australian National University
@CentralAsiaCAIS



This International Transport Forum report on #CentralAsia is a real page-turner.

2018

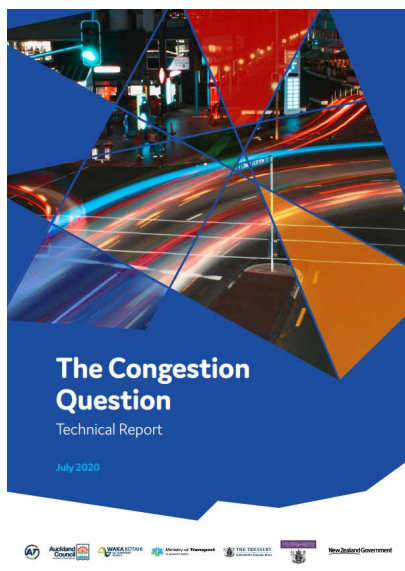


Germany's newly created Federal Road Infrastructure Company invited the ITF to present the findings of the **Working Group on Private Investment in Transport Infrastructure** and discuss new approaches to infrastructure procurement.

Iceland asked the ITF to provide input to a committee set up by its transport ministry to investigate public-private partnerships and options for road pricing.

Mexico tasked the ITF to review policies and planning controls for **surface access to airports** in OECD countries; the findings were then used by France to inform its own planning for improved airport-city connections.

The 2018 ITF report on **Connectivity and City Clusters** assembled international lessons learned from integrated transport development in large-scale urban regions as an input to discussions around city cluster development in China.



The ITF expert group found that congestion pricing should ideally be implemented with careful differentiation of charges by location and time. The less sophisticated the pricing scheme, the more adverse impacts result because users are not priced strictly according to use.

New Zealand Government,
“The Congestion Question”

2020

The output of an ITF Roundtable hosted by New Zealand for 20 experts from 8 countries to review social impacts of road pricing fed extensively into government reports in preparation of a decision on congestion charging for fast-growing Auckland.



The ITF definition [of Micromobility] is the one used in this paper because of its advantage in recognising the fundamental similarities between vulnerable, wheeled road users based on their mass and speed. Noting the absence of a consistent definition in the transport industry in general, the ITF definition has value in rethinking the arrangements of our streets based on this fundamental similarity, sparking more ideas and opening up new ways to allocate space in our cities.

London Cycling Campaign,
“Micromobility and Active Travel in the UK”

2020



ACCESS AND INCLUSION

Transport is not an end in itself - it is a means to provide every citizen with access to jobs, schools, hospitals and other essential services. Ensuring access for everybody is one of the keys to building fair and inclusive societies that leave no one behind.

A unique **tool to assess urban accessibility** developed by the ITF enables decision makers to compare accessibility in 121 cities in 30 countries. It allows to benchmark urban accessibility against similar cities and better target transport planning and investments to improve access. The tool uses standardised, easily available data to measure how well public transport, car, bicycle and walking provide access to public services, green spaces, supermarkets, restaurants, shops as well as recreational opportunities such as theatres or tourist attractions. Importantly, it distinguishes between transport and land use as factors for improving access. The UK's National Infrastructure Commission has used the ITF accessibility indicators to evaluate the performance of British cities and identify linkages between policies and accessibility performance.

Accessibility is rarely a criterion in the appraisal of transport projects, which usually focuses on connectivity, travel time or safety. While national planning guidelines increasingly reference accessibility, standard metrics and methods are lacking. An ITF Roundtable with 37 experts from 15 member countries in October 2019 explored ways to include **accessibility in transport project appraisal**.



ITF's work on women's travel patterns has prompted Transport Infrastructure Ireland to develop a new workstream.

2018



EASST Transport
@EASSTransport



We are so proud to be part of this compendium from the @ITF_Forum of the critical issue of safety for women in public transport.

2018



Women from different parts of the transport sector sign the declaration of commitment “Women in Movement” at ITF’s 2018 Summit

Transport options that suit men do not necessarily work for women. Their travel patterns are more complex and safety concerns play a bigger role for them. Yet how gender shapes mobility needs was long overlooked, and transport systems built by men continue to disadvantage female users. Equally, women are dramatically underrepresented in the transport workforce, particularly in senior roles. The ITF is strongly engaged in enhancing the role of women in transport at all levels.

ITF analysts crunched previously unavailable data on women workers in the transport sector for 46 countries for the groundbreaking paper **“The Gender Dimension of the Transport Workforce”**. Analysing numbers for six transport job types and seven different variables, among others on education, hiring practices and labour laws, , showed that women’s participation in the transport sector positively correlates with gender parity in tertiary education and STEM degrees and is positively associated with per capita GDP levels.

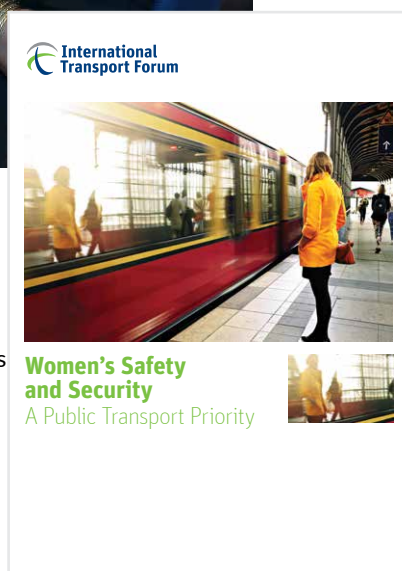


Debating “Safe and secure transport for women” at the ITF Summit 2018 in Leipzig, Germany

ITF’s Corporate Partners have launched their gender initiative to complement ITF work on inclusion with a workshop on **“Hiring and retaining a gender-diverse workforce”** at the OECD on International Women’s Day 2019. The initiative has since compiled a booklet with company initiatives for enhancing gender equality, produced a video highlighting female success stories in transport and launched a cross-company mentoring programme. With more than 2 million employees worldwide, ITF’s Corporate Partners represent an important voice in the conversation on gender and transport.

A new compendium series assembles **voices from the transport sector on gender issues** that provide the perspective of ITF stakeholders from across the transport on sector the issue and shine a spotlight on solutions they are advocating and implementing. The publications complement the ITF’s annual stakeholder consultation which now includes a regular workshop on women in transport.

The **“Dialogue on Gender”** is a regular feature of all ITF Summits that has successfully weaved the gender perspective into the Summit theme every year. It attracts males and females, Ministers and CEOs.



RESPONDING TO

THE COVID-19 CHALLENGE

As the Covid-19 crisis hit and brought transport systems to a halt, the ITF reacted immediately by concentrating on its core competency: collecting relevant information and providing evidence-based analysis to support policy decisions.

The **ITF Covid-19 web hub** went online as one of the first resources for the transport sector on 16 March 2020. The Covid-19 webpage of the ITF's European Group on Road Transport provided timely information on EU and national measures for road freight. It quickly became the ITF's most viewed web content. National responses were added to the member country pages on the ITF website, providing an easy-to-access **repository of Covid-19 transport measures**. A link exchange initiated by ITF created a complementary web of Covid-19 updates with information from three dozen sources in ten areas, from "data" to "workforce".



International Labour Organization

The ITF's Covid-19 webpage is very useful and is already included in our list of useful resources.

2020



The Covid-19 webinar was really an inspired initiative and a demonstration of the important role ITF can play in these challenging circumstances.

2020

COVID-19 TRANSPORT BRIEF

Re-spacing Our Cities For Resilience

3 May 2020

React, reboot and rethink – cities must meet this triple challenge to continue as catalysts for creative social and economic activity despite new health imperatives. Mobility in cities emerging from confinement will be different from what it was before the lockdown. At the crux of their challenge is the way in which limited space will be (re-) allocated.

Public authorities have reacted to the Covid-19 crisis by calling on citizens to reduce their movements to the strict minimum to lessen transmission risks. More than half the world population is under home confinement directives or advice. Public transport use, road traffic and everyday mobility have collapsed to record low levels as a result – even in places with no stay-at-home orders (Figure 1).

Figure 1 Sudden Collapse: Apple device trip routing requests in countries around the world



Routing requests are a proxy for travel demand and do not include most habitual trips. They give an indication of the scale of travel demand contraction where Apple devices are present and Apple routing services are used. Source: ITF based on Apple Mobility Trends

React to quickly-changing conditions

Rapid responses, sometimes improvised, have been deployed in the face of the global pandemic to ensure essential trips and to respond to changes in travel demand. Many workers, especially those in

Following a survey on urgent topics among members, the ITF created a **Covid-19 webinar series** to facilitate knowledge sharing. More than 50 member countries participated, with a dozen stakeholder organisations contributing specific expertise to topics from transport data and Covid-19 via supply chain management to urban mobility.

The ITF **Covid-19 Transport Briefs** have covered topics from projected impacts of Covid-19 on global freight or on the adoption of electric mobility, to rebooting aviation or reallocating urban space. The nine Briefs to date have been downloaded more than 8 000 times. The Brief on “Re-spacing Our Cities for Resilience” was translated and disseminated by Spain’s government and Germany’s Cyclists Federation.



The ITF Brief on reallocating urban space is probably the best report on the topic of mobility and Covid-19 that has been published so far.

2020



WORKING WITH

ITF MEMBER COUNTRIES

Four new countries joined the ITF as members or observers over the past three years: Tunisia, Mongolia and Uzbekistan became members, Brazil has been an observer country since July 2020. Over the past decade, the ITF has grown from 52 members to 62 – the strongest indicator imaginable for an organisation's relevance.

Understanding what member countries need from the ITF is the basis for providing the best possible assistance. Staying in close contact with members is crucial for that understanding. The ITF has sought to systematically build on links with long-standing member countries and pro-actively reached out to new members. Since 2018, ITF Secretary-General Young Tae Kim has paid **visits to 28 ITF member countries**, had meetings with ministers and vice-ministers of 37 member countries and encounters with ambassadors of 26 member countries.



Young Tae Kim with Morocco's Minister of Equipment, Transport, Logistics and Water, Abdelkader Amara in Rabat.



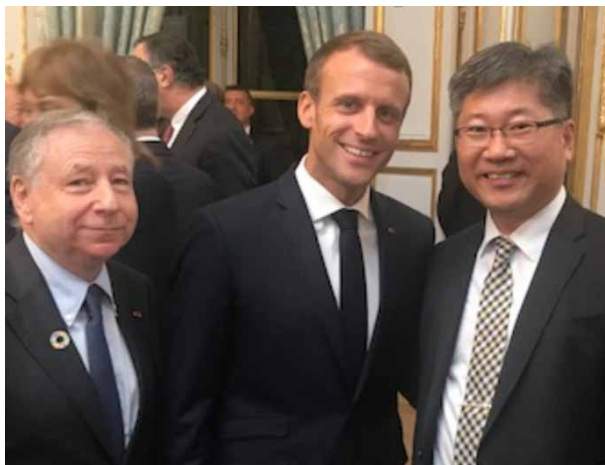
Germany's Minister of Transport and Digital Infrastructure Andreas Scheuer welcomes the ITF Secretary-General to Berlin.



Marc Garneau, Canadian Minister of Transport and Young Tae Kim in Ottawa.



Ireland's then **Taoiseach Leo Varadkar** (centre) welcomes ITF-Secretary-Young Tae Kim, the leaders of Ireland's Ministry of Transport and the TMB representatives of ITF Vice-Presidencies Morocco and the UK at Farmleigh House during the November 2019 TMB meeting in Dublin.



Young Tae Kim with French **President Macron** and Jean Todt, FIA president.



Swedish State Secretary Landgren interviewed by Young Tae Kim in the Secretary-General's **"video chat series"**.



Meeting of the ITF Transport Management Board in Seoul in November 2018



Young Tae Kim welcomes keynote speaker **Prince Michael of Kent** at a road safety demonstration during the 2018 Summit.



Regular briefings by the Secretary-General keep the **OECD ambassadors** of member countries informed of ITF's work.



ITF's study on **enhancing freight connectivity in Central Asia** was initiated by ITF member Kazakhstan, here presented at the 2019 Astana Economic Forum by ITF's Head of Quantitative Policy Analysis, Jari Kauppila. Tajikistan, Uzbekistan and Mongolia also participated in the project; the latter two countries subsequently joined the ITF.



US Secretary of Transportation Elaine L. Chao welcomes fellow ministers and VIPs at the US exhibition stand during the 2019 Summit.



Ministers Li Xiaopeng (China) and Gloria Hut (Chile) attend a **Ministers' Roundtable** during the 2019 Summit.



Chile's ambassador to the OECD and former transport minister Filipe Morandé inaugurated the new **ITF Special Lecture series** in May 2019.



Russia-ITF **bilateral meeting** with Deputy Transport Minister Alexey Semenov and transport sector representatives in Moscow during Russian Transport Week 2019.



Member country delegates discuss progress on past Ministerial Declarations at the **Summit Implementation conference** in Seoul 2018.

THE ITF GROUP ON ROAD TRANSPORT



Dutch State Secretary for Infrastructure Stientje van Veldhoven and ITF Secretary-General Kim open the March 2019 meeting of the Group on Road Transport in The Hague.

The ITF manages the ECMT **Multilateral Quota system** of transport licences for its participating member countries. Every day, about 30 000 lorries travel around the 43 European countries of the ECMT Multilateral Quota system, which enable hauliers to efficiently transport goods to member countries.

The system's **"Green Lorry" scheme** sets highest standards for the environmental performance and safety of lorries. The 2015 Quality Charter has added a social dimension as well, and non-EU members have introduced legislation to align their national qualifications standards for companies, managers and drivers with those of the European Union.



ITF has done pioneering work to raise the industry's professional standards and to encourage sustainable transport.

2019



We have benefitted greatly from the introduction of the Quality Charter. A very helpful framework that galvanised activity.

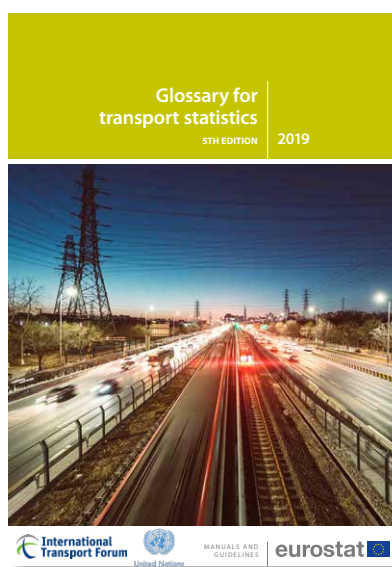
2019



Participants of the ITF Annual Statistics Meeting at the OECD in Paris in April 2018

The **ITF Annual Transport Statistics Meeting** brings together dozens of transport statisticians from around the world. They collaborate to develop a more consistent and efficient international framework for transport statistics and to suggest solutions for providing better data as basis for better policies.

ITF statisticians helped to set up the **Vietnam Logistics Statistical System (VLSS)** which houses all transport and logistics data within a single entity. They were also instrumental in publishing Vietnam's first ever Transport and Logistics Statistical Yearbook.



The latest edition of the **Glossary for transport statistics** was published in 2019 – the fifth since the Glossary's launch in 1994. It comprises 744 statistical definitions that are widely adhered to, ensuring quality and comparability of transport statistics. An Intersecretariat Working Group consisting of ITF, Eurostat and UNECE identifies missing definitions and revises outdated or ambiguous terminology.

WHAT OUR COUNTRIES SAY ABOUT ...

ITF'S POLICY RELEVANCE



2018

"The ITF contributes to our country's policies regarding reducing greenhouse gas emissions."



2018

"ITF's work provides a valuable starting point for the development and implementation of progressive transport policies."



2018

"ITF is very important to help develop our national policy, especially in smart and green mobility. We cannot do it alone. With the help of the Summit and the reports, we can make better policies."



2018

"Discussion and engagement at ITF has helped to shape our own policy interests and better articulate our own vision and direction."



2018

"ITF opened our eyes that we were not going to be okay with a very well-designed port, but also had to consider the terrestrial connectivity."



2018

"The research of the ITF has been a very useful background in our policy planning. The report on urban mobility systems upgrade was referenced in our National Transport Plan."



2018

"The United States appreciates the quality of ITF publications. They are very important to inform policy and regulatory issues in all of our countries."



2019

"ITF has the means, expertise and the outreach to help the policy makers in the member countries develop instruments in the field of transport policy. ITF can have an important impact on shaping national policies."



2019

"Germany uses ITF research results for evidence-based policy development."



2019

"The ITF's work on airport access has been very useful for preparing expert reports requested by the Minister of transport"



2018

"We have had very successful experiences with the ITF on issues such as railway regulation, the improvement of air quality or access for airports."



2019

"The work that ITF did for us on Heathrow Airport expansion informed our policy making in this regard."



2019

"The Zero Value of Time report is extremely useful. This ITF work is a very good starting point to develop our own approach."



2019

"The ITF is good for facilitating exchange of experience on PPP projects, and we are running a PPP project for modernising motorways in the Czech Republic."



International
Transport

WHAT OUR COUNTRIES SAY ABOUT ...

ITF AS AGENDA SETTER



"The ITF has been successful in shifting the focus on more pro-active approach by exploring the effects of automation, digitalisation of logistics, as well as blockchain. ITF's simulations to estimate a broader systemic change have been groundbreaking."

2019



"Our Deputy Minister met with an organisation at the 2019 Summit which led to a subsequent trip there. He got some really interesting ideas and perspectives, and now Canada is starting to shift some of our own policy to include some of the information."

2019



"ITF outputs play a valuable role in contextualising Irish transport policy and set an agenda for research and government transport agencies."

2018

2019



"ITF is a very important forum for setting the international agenda, especially on decarbonising transport. ITF helps to raise this topic on the international agenda, and we very much support that."

2019



"The ITF brings new phenomena to discussion and provides a knowledge base that helps us to prepare for new developments."

2019



"We consider the ITF to be an important global forum for the transport sector."

WHAT OUR COUNTRIES SAY ABOUT ...

ITF'S KNOWLEDGE BASE



2019

"Being part of the ITF gives access to a fantastic network of independent experts. ITF is the best gateway for countries to recruit top experts for developing different policies and projects."



2018

"ITF's knowledge base provides Ireland with a valuable starting point for the development and implementation of progressive transport policies."



2019

"ITF research has been very helpful to us."



2019

"Reports published by the ITF are effective tools for information sharing. Not only our Ministry, but also other Turkish institutions make use of them in their work."



2019

"Being engaged in ITF research activities has been an important vehicle to focus and amplify our own domestic policy interest which benefit from input from the wider international community."



2019

"ITF's research activity is constantly expanding and covers the most important topics for member countries, including for Russia's global transport cooperation."

ITF'S CONVENING POWER



2019

"The ITF Summit's convening power has provided many opportunities for Canadian decision makers to gather new perspectives and ideas from the international community."



2018

"The International Transport Forum is an effective platform to discuss the global-level issues of transport policy."



2018

"The Summit is really a first-rate event and has been appreciated by all of our heads of delegations as well as our stakeholders." - USA



2019

"The Annual Summit is like the Davos of the transport sector. Leipzig really has become the place to be. Our Ministers have been able to get across important messages in the panels and fora in which they have taken part. Ministers and industry can network there, we can organise bilateral meetings, we can sign agreements, we can organise side events."



2019

"The Annual Summit provides an excellent opportunity to talk about policy ideas, co-operation, commercial opportunities and pipelines of projects with other countries."



2018

The Summit is a unique opportunity. The possibility to hold bilaterals with other countries is fantastic. It is really worth it." - CHL



OUTREACH TO

NON-MEMBER COUNTRIES

Expanding the ITFs global reach and reputation is a strategic priority for the ITF. Regional focal points have been created in the Secretariat and regional organisations to engage systematically with non-member countries and facilitate high-level contacts notably in Asia, Latin America and Africa.



Colombia's president Iván Duque Márquez announced that his country will **seek ITF membership** on 27 November 2020, during an event to mark Colombia's accession to IRTAD, ITF's permanent working group on road safety, in which Colombia has participated as a guest for some time.



Brazil became an ITF observer country in July 2020, ten months after this tweet by Ambassador Cozendey



Bilateral with South Africa's delegation at 2019 World Road Congress in Abu Dhabi. South Africa has repeatedly participated in the ITF Summit at ministerial level.



Dagmawit Moges, Ethiopia's Transport Minister, presents Young Tae Kim with coffee from her country at a bilateral during the 2020 Stockholm Road Safety Ministerial.



Young Tae Kim with Singapore's then Minister of Transport, Khaw Boon Wan, in 2019. A good working relationship exists, among others, with Singapore's Land Transport Authority.



Malaysia's Minister of Works, Baru Bian, and delegation meet with Young Tae Kim at ITS World Congress 2019. Malaysia's Aviation Commission took part in the CPB work on air connectivity.



International
Transport Forum

International
Transport Forum

International
Transport Forum

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International
Transport Forum



"The Summit is really a first-rate event."

2019

THE ITF SUMMIT

The Annual Summit of the International Transport Forum is the world's largest gathering of transport ministers and the premier global transport policy event. It is ITF's anchor with the global policy community that attracted some 3 000 participants from more than 80 countries for the two events that took place in 2018-20.

The ITF Annual Summit – that is 40 Ministers with responsibility for transport, 65 official delegations, a core programme of two dozen sessions with more than 120 speakers over two and a half days, plus 40 events in the annex programme, a pre-Summit Research Day and meetings by partner organisations in the margins.

Innovations have further strengthened the Summit as a **must-go event**: additional networking opportunities, new formats, a pre-Summit Research Day that feeds scientific expertise into debates, and a post-Summit meeting that follows up on progress on the Ministerial Declaration.

The Summit resonates around the world: in 2019, it was covered in more than 450 news items from Australia to Bulgaria and Chile to China. Social media channels mentioned ITF 10 000 times an hour during the Summit, and every ten seconds a new visitor came to the Summit website.



The Annual Summit is like the Davos of the transport sector. Leipzig really has become the place to be.

2019



RATP Group

The Leipzig Summit is a highlight that allows us to nourish and deepen constructive relationships with our institutional partners around the world.

2020



Summit **plenaries and panels** attract the highest-level speakers from transport and beyond.



The Summit's **Ministers' Roundtables** offer decision makers the opportunity to discuss pressing issues in closed session.



The Summit offers unparalleled opportunities for bilateral meetings and **signing agreements**. Typically, more than 100 bilaterals are held during a Summit.



High-level participants from around the world make the Leipzig Summit an exceptional occasion for **global networking**.



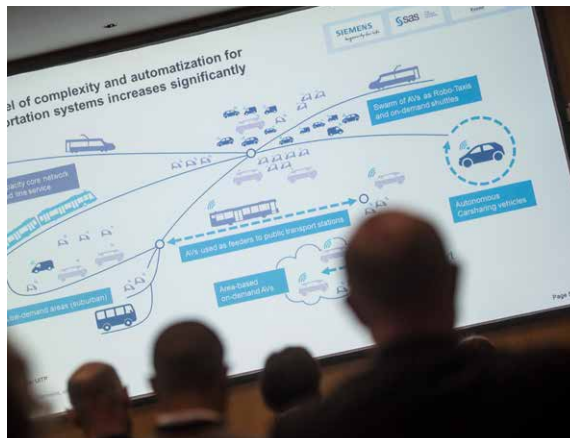
The **Summit exhibition** offers partners and stakeholders the opportunity to present themselves and their work to a global audience.



Journalists around the world follow the Summit, creating rich **media opportunities**. Pictured: German Minister Andreas Scheuer interviewed.



The Summit programme is enriched by **technical tours**, for instance visits to DHL's logistics hub and the BMW and Porsche plants near Leipzig.



A rich programme of **side events** organised by ITF's partners adds depth and diversity to the core Summit programme.

WORKING WITH

THE PRIVATE SECTOR

Working closely with businesses offers valuable insights for policy makers in an era of rapid and disruptive change in transport. Conversely, companies benefit from exposure to the policy process. The ITF Corporate Partnership Board has firmly established itself as a useful communication channel between government and the private sector, as well as an initiator of influential reports on hot transport topics from blockchain to micromobility.



ITF Corporate Partners gather for an Annual Meeting family photo at the International Transport Forum's 2019 Summit.



Corporate Partners engage with policy makers and policy shapers at the highest level. Florent Menegaux, CEO of CPB member Michelin Group, addressed an OECD audience at the second ITF Special Lecture in February 2020.



ITF's Corporate Partners initiated and funded **more than a dozen topical studies on the cutting-edge transport issues** of our time – from blockchain to drones and AI to new mobility. CPB reports rank among the most-solicited ITF publications, with a total of nearly 30 000 downloads in the past three years. Topics are identified annually by the CPB, research is carried out by the ITF with support from interested Corporate Partners via dedicated workshops.



Uber

We benefit enormously from ITF's approach to engaging a diverse cross-section of private, public and civic actors on some of the most urgent topics of our time..

2018



RATP Group

The quality and relevance of the studies carried out especially by the CPB cover topics of strategic interest for RATP Group

2018

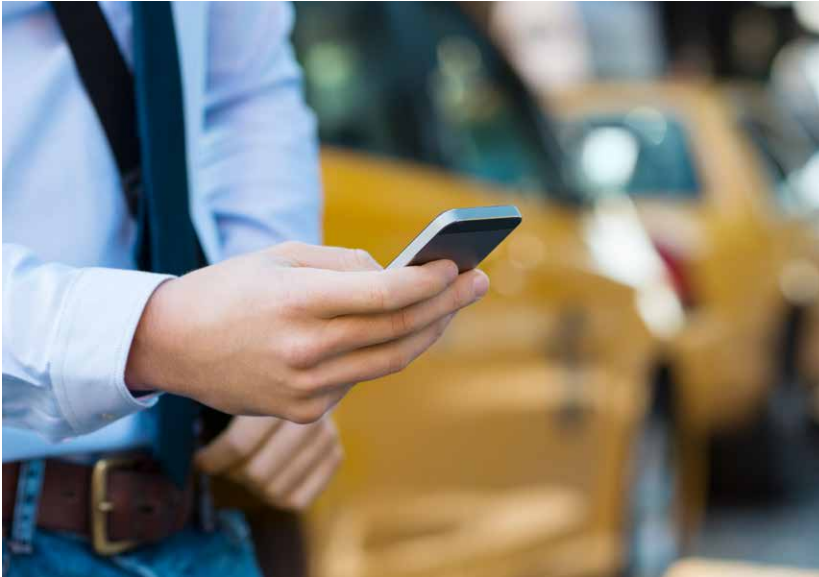


On International Women's Day 2019, the CPB embarked on a major initiative to improve opportunities for women in transport by launching its **workstream on gender**. The initiative shares best practices on empowering women in the transport sector and builds a network of companies committed to contributing to policy debates on gender equity. With more than 2 million employees worldwide, ITF's Corporate Partners represent an important voice in the conversation on gender and transport.

Young Tae Kim and Francisco Laverón, Head of Energy Policy at Iberdrola, seal the CPB membership of the Spain-based renewable energy giant at a ceremony in Dublin in November 2019



Maurice Geraets, Managing Director of long-standing Corporate Partner NXP Semiconductors welcomes Young Tae Kim on a visit to the Dutch-American chip maker's headquarters in Eindhoven, Netherlands.



The ITF and the **World Business Council for Sustainable Development (WBCSD)** and the ITF collaborate on a project to identify best practices for Mobility as a Service and formulate policy recommendations for its implementation. The project aims to help companies find pathways to sustainability and support the development of innovative business models.

Members of the ITF Corporate Partnership Board



WORKING WITH

TRANSPORT SECTOR ORGANISATIONS

ITF puts great store in strengthening mutual relationships with partners across the spectrum of transport. Our annual stakeholder consultations brought five dozen different organisations around the table to provide ITF with their input. Work on concrete projects has helped to make these relationships impactful.



Participants of ITF's annual consultation with stakeholders



Safe traffic: FIA's Jean Todt and Global NCAP's David Ward at a Summit road safety demonstration. Both organisations work closely with ITF to save lives



Efficient aviation: The International Air Transport Association and ITF collaborate on sustainable aviation, air connectivity and drone regulation. IATA CEO Alexandre de Juniac speaks at the 2018 Summit.



Clean road freight: The International Road Transport Union (IRU) is a major partner in ITF's Decarbonising Transport Initiative. Secretary General de Pretto with UAE Minister Al-Nuaimi at the 2019 Summit.



Public Transport: UITP and the ITF collaborate on low-carbon urban transport and gender equality. Mohamed Mezghani greets Young Tae Kim at the UITP World 2019 conference.



Liveable cities: Polis and Walk21 work with ITF on urban and active mobility. Karen Vancluysen and Bronwen Thornton at the ITF Stakeholder Consultation 2018.



Accessibility for all – Frederic K. Schroeder, President of the **World Blind Union**, speaks at the 2019 Summit.



Connected railways: Young Tae Kim speaks at the Ministerial of the **Organisation for Co-operation between Railways** (OSJD).



Good infrastructure: The **World Road Association** (PIARC) launched its Road Safety Manual at ITF's 2018 Summit. President Claude Van Rooten welcomed Young Tae Kim to the Abu Dhabi World Road Congress.



Global Maritime Logistics Dialogue: Tan Chong Meng, CEO of ports operator PSA International, speaks at the ITF shipping event during the 2019 Summit.

A Global Dialogue for Better Transport

These stakeholders took part in ITF's Annual Stakeholder Consultations 2018-20

ACEA - European Automobile Manufacturers Association	IATA - International Air Transport Association
BSEC - Organization of the Black Sea Economic Cooperation	ICAO - International Civil Aviation Organisation
CCNR - Central Commission for the Navigation of the Rhine	ICS - International Chamber of Shipping
CEDR - Conference of European Directors of Roads	IEA - International Energy Agency
CER - Community of European Railway and Infrastructure Companies	IFP - International Federation of Pedestrians
CLECAT - European Liaison Committee of Freight Forwarders	IMMA - International Motorcycle Manufacturers Association
EBU - European Blind Union	INTA - International Urban Development Association
ECAC - European Civil Aviation Conference	iRAP - International Road Assessment Programme
ECF - European Cyclists' Federation	IRF - International Road Federation
ECTRI - European Conference of Transport Research Institutes	IRU - International Road Transport Union
EIB - European Investment Bank	OICA - International Organisation of Motor Vehicle Manufacturers
EIM - European Rail Infrastructure Managers	OTIF - Intergovernmental Organisation for International Carriage by Rail
EMTA - European Metropolitan Transport Authorities	PIARC - World Road Association
EPF - European Passengers' Federation	POLIS Network
ERA - European Union Agency for Railways	UfM - Union for the Mediterranean
ERF - European Union Road Federation	UIC - International Union of Railways
ERTICO - ITS Europe	UITP - International Association of Public Transport
ESC - European Shippers Council	UNCTAD - UN Conference on Trade and Development
EUROCONTROL	UNECE - UN Economic Commission for Europe
EWTCa - East West Transport Corridor Association	UNFCCC - UN Framework Convention on Climate Change
FIA - Fédération Internationale de l'Automobile	UNIFE - Association of the European Rail Industry
FIA Foundation - FIA Foundation	WALK 21
FIM - International Motorcycling Federation	WB - The World Bank
GIZ - German Agency for International Cooperation	WCO - World Customs Organisation
Global Alliance of NGOs for Road Safety	WFC - World Future Council Foundation
Global NCAP - Global New Car Assessment Programme	WHO - World Health Organization
GRSF - Global Road Safety Facility	WTO - World Trade Organization
GRSP - Global Road Safety Partnership	WTTC - World Travel and Tourism Council
GSF - Global Shippers' Forum	

LINKING TRANSPORT WITH OTHER SECTORS

Energy



ITF Secretary-General Young Tae Kim spoke at a 2020 **Clean Energy Ministerial** pre-event on transport electrification.

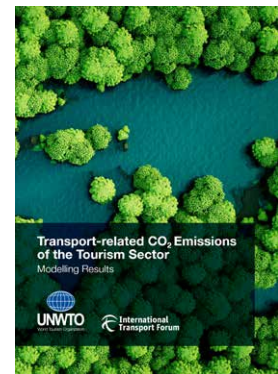
With the **International Renewable Energy Agency**, ITF co-organised the transport session of the IRENA Innovation Week 2020, a landmark biennial event to discuss the latest innovations for a global energy transition.

Four technology collaboration programmes of the **International Energy Agency** (IEA) formally agreed to have the ITF as an observer, namely the TCPs for Advanced Fuel Cells, Advanced Motor Fuels, Hybrid and Electric Vehicles, as well as for Hydrogen.

Tourism



Claudia Guevara Manzo, CEO of the **World Tourism and Travel Council** (WTCO) addresses the ITF 2018 Summit.



A joint report with the **World Tourism Organization** (UNWTO) for COP24 projected future CO₂ emissions of the tourism sector.

Environment



The ITF is a **UNFCCC** focal point for transport and active participant in climate policy via participation in COP, the Marrakech Partnership for Global Climate Action, the Talanoa Dialogue and more recently the “Race to Zero” campaign and Climate Action Dialogues. Pictured: Patricia Espinosa at the ITF Summit.

Cities



Young Tae Kim spoke at the World Urban Forum 2020 and met with Maimunah Mohd Sharif, Executive Director of **UN-Habitat**, the UN Human Settlements Programme.

Trade



Young Tae Kim with Mukisa Kituhi, Secretary-General of **UNCTAD**, which participates in the ITF Working Group on mode choice in freight.

WORKING WITH

INTERNATIONAL ORGANISATIONS

The ITF has significantly strengthened its outreach to other International Organisations over the past three years. The close links with the UN's specialised agencies for transport have been reinforced with new initiatives and broader fields of collaboration opened up with organisations representing sectors and regions in which ITF had been less active in the past – with many concrete results.



IMO Secretary General Kitack Lim welcomes Young Tae Kim at the headquarters of the International Maritime Organization in London in 2018



Secretary General Fang Liu of the **International Civil Aviation Organization** (ICAO) addresses the Opening Plenary of the ITF Summit 2018.



The **UN Environment Programme** (UNEP) and the ITF are partners in the Global Fuel Economy Initiative (GFEI).



OECD and the ITF collaborate on many projects. The **ITF Day @ OECD**, launched in 2019, highlights transport policy issues with colleagues of ITF's sister organisation.



The **World Economic Forum** held its Mobility Stewards meeting at the 2019 Summit. German Minister Andreas Scheuer greets WEF Mobility Stewards chair Lord Adair Turner.

WORKING WITH

REGIONAL ORGANISATIONS

Close and productive working relationships with many of the regional organisations have increased the ITF's reach and impact. Traditional ties in Europe have been strengthened and new partnerships developed notably in Asia.

The **European Commission** asked ITF to carry out a comprehensive transport policy review for Estonia as part of the Commission's Structural Reform Support Programme. The review assessed ten core aspects of Estonia's transport policy and provided recommendations for reform. The impact of selected proposed reforms were simulated for different scenarios. The work served as input study for Estonia's national Transport and Mobility Master Plan 2021-30.

The ITF and the **UN Economic and Social Commission for Europe** have a long history of cooperation, extending to mutual observer status. ITF Secretary-General Young Tae Kim moderated the 81st session of the UNECE Inland Transport Committee in February 2019. Collaboration on statistics is also strong, notably on the Glossary for transport statistics.

The ITF is actively contributing to the **Asia-Pacific Economic Cooperation** (APEC) Transportation Working Group, with input for expert groups on connecting remote communities and the public acceptability of drones, among other things.

ITF and the **United Nations Economic and Social Commission for Asia and the Pacific** (UNESCAP) granted each other reciprocal observer status in 2020. Both organisations work hand in hand on topics from road safety to Covid-19 recovery.





Collaboration with the **Association of South-East Asian Nations (ASEAN)** is delivering concrete results in several areas:

- The ITF helped to develop a regional **standard for improved crash data** collection and analysis. The new standard was adopted by ASEAN in November 2020.
- The ITF is supporting ASEAN with effective regulations for **app-based mobility** services. The project is part of the Implementation Plan of the ASEAN Covid-19 Recovery Framework.
- The ITF is assisting implementation of ASEAN's **Fuel Economy Roadmap** by creating a fuel economy database and developing harmonised fuel economy policies.
- The ITF, together with UNESCAP, developed **Covid-19 recovery guidelines** for cross-border road freight adopted by ASEAN in November 2020.

WORKING WITH REGIONAL ORGANISATIONS



ITF Secretary-General Young Tae Kim was invited to address the **Asia-Europe Meeting (ASEM) Transport Ministers' Meeting 2019** in Budapest.



The **European Court of Auditors** has sought ITF briefings for its Landscape Reviews on Transport and for a performance audit on the completion of the TEN-T road network.



The **European Commission** funded the "Decarbonising Transport in Europe" project under the 2020 Horizon research and innovation programme.



The **Organization of the Black Sea Economic Cooperation (BSEC)** held its Ministerial meeting as part of the ITF 2019 Summit. Pictured: Secretary-General Kim and Ambassador Christides.

WORKING WITH

PARLIAMENTARIANS



In the **European Parliament**, members questioned the Commissioner for Competition Policy about maritime regulations based on the ITF report on alliances in container shipping.



Parliamentarians actively participate in debates at the ITF Summits. Pictured: Barry Sheerman MP (UK) participating in panel during the 2018 Summit.



ITF Secretary-General Young Tae Kim presented the ITF and its activities during the 2019 meeting of the **OECD Global Parliamentary Network**.



The **French Senate** invited the ITF to testify as part of an inquiry into the governance of French seaports. Its report mentions ITF input more than half a dozen times.

WORKING WITH

MULTILATERAL DEVELOPMENT BANKS

Multilateral Development Banks are vital partners for the ITF when it comes from moving from analysis to action and putting policy recommendations into practice. All major Development Banks are partners in ITF's Decarbonising Transport initiative



Guangzhe Chen, Global Director for Transport at **The World Bank** addresses the Open Ministerial of the ITF 2019 Summit. The World Bank and the ITF collaborate on major projects: regional Road Safety Observatories, the “Sustainable Mobility for All” initiative, or the Vietnam Logistics Statistical System among other things.



Supee Teravaninthorn, Director General of Investment at the **Asian Infrastructure Investment Bank** at ITF's 2019 Summit.



The **European Investment Bank**, the **Islamic Development Bank** and most MDBs are partners of ITF's DT initiative.



The **Inter-American Development Bank (IDB)** and ITF are partners in the “Decarbonising Transport in Latin American Cities” project.



Two of ITF's major areas of co-operation with the **Asian Development Bank** are road safety and innovation. ADB Vice President Bambang Susantono and Young Tae Kim.



The ITF Transport Outlook is very important for us, because it adds the global perspective to our national research and studies.

2019



The ITF Transport Outlook has been very valuable for Canada. It is a base from which we develop and validate our own forecasts. This has allowed us to improve the foundations of our forward-looking policy advice.

2019

THE ITF TRANSPORT OUTLOOK

The ITF Transport Outlook develops and analyses forward-looking scenarios for global transport activity across all transport modes. It provides decision makers with coherent scenarios for future transport demand and related CO₂ emissions. It is widely used for strategic planning in governments and has inspired several national foresight initiatives.

The ITF Transport Outlook 2019 specifically looked at the impacts of potential disruptions to transport systems. What would a surge in teleworking, a widespread use of 3D-printing or the introduction of electric aircraft mean for mobility demand and emissions? The Outlook has been translated into Chinese and a Spanish edition is in planning



UNCTAD's Frida Youssef, Prof. Alan McKinnon, Kühne Logistics University, and Azhar Jaimurzina, (UNESCAP) give thumbs up to the ITF Transport Outlook

WORKING WITH

THE RESEARCH COMMUNITY

Collaborative research is at the heart of ITF's mission to provide policy makers with evidence-based and actionable recommendations. We bring together the world's top academics, government researchers and consultants and work with all the leading transport research bodies.



Researchers and experts at work during an **ITF Roundtable** on cycling safety at the OECD.



ITF Secretary-General Young Tae Kim opens the **Pre-Summit Research Day**, organised together with TRB, WCTRS, ECTRI, ERTRAC and FERSI.



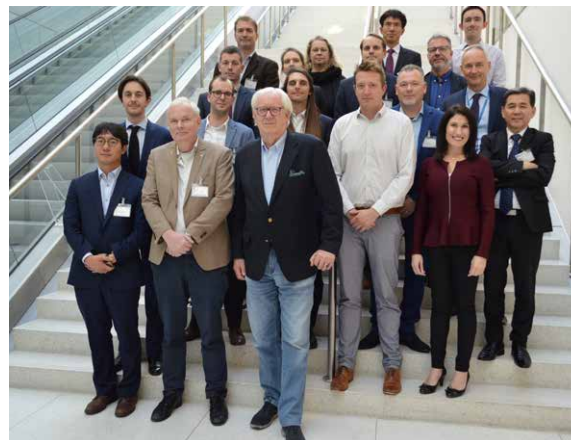
Head of Research Stephen Perkins, Working Group chair Stephen Alchin and project lead Dejan Makovsek present their seminal report on private infrastructure investment.



A lighter moment during the ITF Roundtable on “Zero Value of Time” with Young Tae Kim and chair Professor Tom Worsely.



ITF Secretary-General Young Tae Kim speaks at the European Conference of Transport Research Institutes (ECTRI).



The ITF Working Group on “Drones in the Transport System” looks at the conditions for public acceptance of this new transport technology.



ITF IN THE MEDIA

ITF work has made the front page of the New York Times, is covered by the Financial Times and discussed in Le Figaro. Leading media around the world rely on ITF for transport expertise - from Frankfurter Allgemeine and El País in Europe to China Daily and the Jakarta Globe in Asia or Chile's Diario Financiero or Brazil's Valor in Latin America.

Frankfurter Allgemeine

Die Alleingänge der Autobahnbetreiber

Das Unglück von Genua, das sich auf einer privat betriebenen Autobahn ereignete, hat die Skepsis gegenüber den PPP-Modellen jetzt verstärkt. Sie schließt sich der Kritik am französischen Weg an. "Im Allgemeinen funktionieren viele PPPs aufgrund der ihnen eigenen Mängel nicht gut. Man muss die Sorge haben, dass sie langfristig kein nachhaltiges Modell sind. Das gilt vor allem für Autobahnen und soziale Einrichtungen", sagt Projektmanager Dejan Makovsek vom Internationalen Transportforum, einer OECD-Organisation aus 59 Mitgliedsländern, die nach der Analyse von Hunderten Projekten kürzlich einen umfassenden Bericht vorgelegt hat. Ein Grundsatzproblem sei die große Unsicherheit über die lange Vertragsperiode. "Die meisten Unternehmen überschätzen die Risiken und setzen die Risikoprämien höher an, als es sein müsste. Die Regierungen scheinen dies zu akzeptieren", sagt Makovsek. Viele öffentliche

Verwaltungen überfordern gleichberechtigt zu führen. Autobahnen ist die Aufgabe. Kosten werden nicht berücksichtigt. Dieser Informationsbedarf der OECD in

The New York Times

The Traffic Trade-Off

Fewer cars on the road during the pandemic has meant cleaner air, but not necessarily fewer traffic deaths. Can we have both?

"People just do not understand that there are huge benefits from reducing speed," said Véronique Feypell, manager of the Road Safety Program at the [International Transport Forum](#), a Paris-based intergovernmental organization with 60 member countries within the [Organization for Economic Cooperation and Development](#).



FINANCIAL TIMES



UK Government

E-scooters to be allowed on roads in trials

...[International Transport Forum](#) in February found that e-scooter riders are not exposed to significantly higher risk of injury or road traffic death than cyclists but recognised regulation was necessary...

MARCH 15, 2020



Analysis Container shipping

Shipping lines face formidable foe

...[Lifelines](#). Fourteen container lines, whose combined debt has climbed by a quarter over the past decade to \$95bn, are at risk of insolvency, according to the OECD's [International Transport Forum](#). "Many of..."

JUNE 9, 2020



Climate change

Shipping group steams into list of top 10 EU polluters

...[International Transport Forum](#) think-tank, which estimates the sector has tripled in size since 2000 and faces demand growth at the same rate in the next 30 years. While other modes of transport are subject...

DECEMBER 8, 2019



Special Report Circular Economy

Share your car to make it go further

...shift will take 20-30 years. Until then, the question is how to get more use out of today's cars. The answer is pretty simple: sharing. In 2016, a study by the OECD's [International Transport Forum](#)...

DECEMBER 5, 2019

This publication reviews the activities of the International Transport Forum, the world's only intergovernmental all-modes transport organisation, over the period 2018-20. Where has it contributed to better solutions, set in motion useful debates, helped to answer pressing questions in the quest for safer, more sustainable, inclusive transport solutions that improve the lives of citizens?

About the International Transport Forum

The International Transport Forum at the OECD is an intergovernmental organisation with 62 member countries. It acts as a think tank for transport policy and organises the Annual Summit of transport ministers. ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous.

www.itf-oecd.org

