

Impact Report

2021-23



ITF Facts

Top five ITF reports in the three years from 2022–23 by citation in government documents

5

Decarbonising India's Transport System

4

ITF Transport Outlook 2019

4

Reversing Car Dependency

3

Tax Revenue Implications of Decarbonising Road Transport

3

Aligning Policies for a Low-carbon Economy

50

Total number of citations of ITF work in government documents in 2022–23

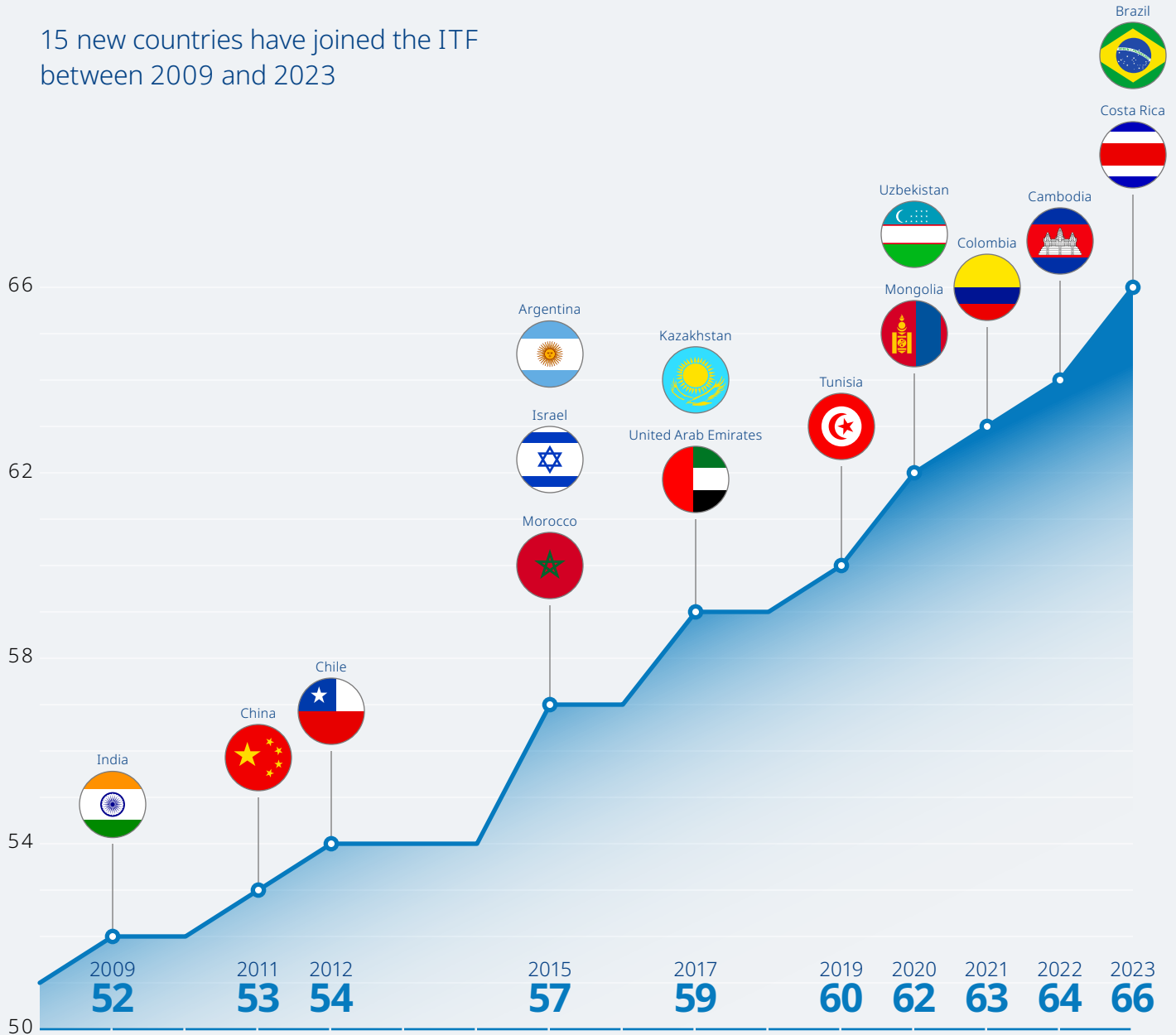
39

ITF reports were cited in government reports 2022–23

That is % of ITF reports published in 2022/23. This number is indicative only, because several reports that found their way into govt. publications were published before 2021, and several that were published late in the triennium have not yet worked their way through the system.

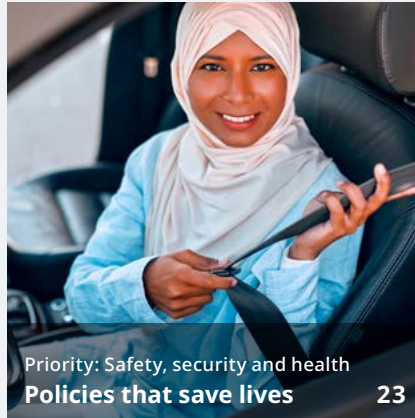
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15 new countries have joined the ITF between 2009 and 2023

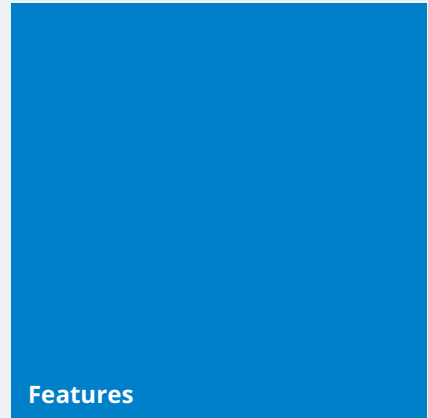




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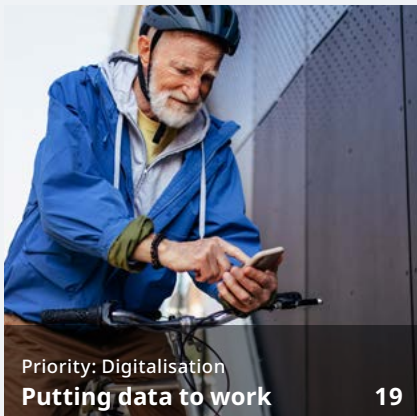
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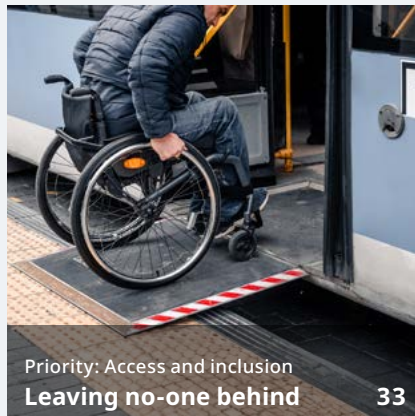
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Costa Rica's Vice-Minister for Infrastructure Efraím Zeledón Leiva (left) and Brazil's Minister of Transport Renan Filho (right) celebrate their countries' accession with ITF Secretary-General Young Tae Kim

Listen, act, create impact

Taking a look in the rear-view mirror, Secretary-General Young Tae Kim weighs the International Transport Forum's biggest achievements in a period marked by global challenges.

The International Transport Forum has gone from strength to strength in the 2021–23 triennium. The impact of our work for better transport policies has continued to grow steadily thanks to new initiatives, recognition of our work by important actors, intensified relationships with our members and partners, and the

accession of new countries to the ITF. There were several historic firsts in these three years. The G7, under the Presidency of Japan, asked the ITF to support its meeting of Transport Ministers, who expressly committed to continued collaboration with the ITF in their joint Ministerial Declaration.



Participants at the G7 Transport Ministers Meeting in Japan in June 2023 pose for the family photo with ITF Secretary-General Young Tae Kim (second from left)

India's G20 Presidency asked the ITF to draft High-level Principles for Transport Decarbonisation for discussion in the Group. We also provided input on sustainable aviation fuels for the Clean Energy Ministerial in Goa.

At the World Economic Forum in Davos, I brought the ITF's message to the assembled leaders and had constructive individual exchanges.

Worldwide impact

Our findings and activities have been covered in media around the world, from the *New York Times* to *Folha di Sao Paulo* in the Americas; from Xinhua News Agency to the Korean Broadcasting Service in Asia; and from the BBC to *Der Spiegel* in Europe.

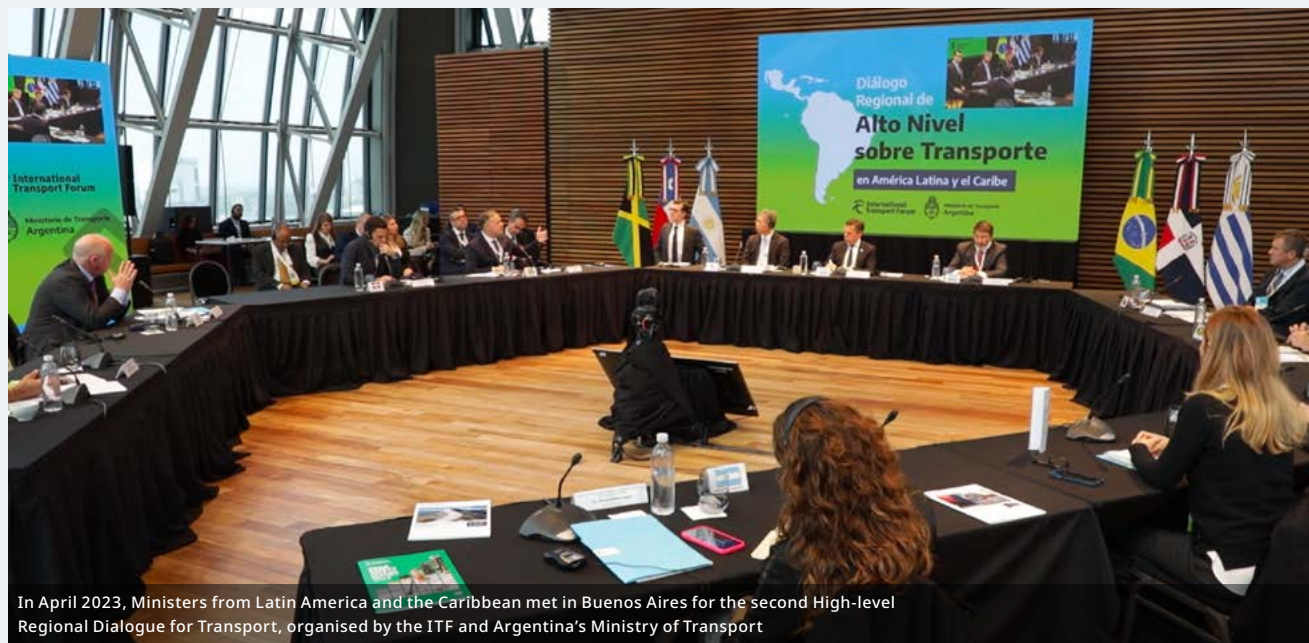
Even more importantly to us, the ITF's work has been cited in statements by the White House, referenced in France's mobility strategy for 2040–60, and turned into policy by ASEAN.

A joint study with the OECD shaped key elements of Ireland's Climate Action Plan 2023. For Israel, we developed a congestion charging proposal that the cabinet greenlighted.

With funding from the European Commission, we developed a blueprint for introducing Mobility as a Service (MaaS) in Belgium's Brussels Capital Region.

The German government's International Climate Initiative chose the ITF as partner in a multi-year project for decarbonising transport in emerging economies. Among other things, it gave participating countries tailor-made modelling tools to help their transition to low-carbon transport.

And these are just some examples – one start-up even developed its business model based on our work on MaaS.



In April 2023, Ministers from Latin America and the Caribbean met in Buenos Aires for the second High-level Regional Dialogue for Transport, organised by the ITF and Argentina's Ministry of Transport

International bodies, too, have used ITF work. We are particularly proud that the International Panel on Climate Change (IPCC) cited eight ITF reports in its 2022 *Mitigation of Climate Change* report and will include the ITF data in its peer-reviewed database.

This wide-ranging international recognition is a strong testimony to the relevance of what we do – for decision makers in government and, ultimately, for our citizens.

A growing organisation

Yet the strongest indicator that ITF provides real value is that we continue to attract new member countries.

Brazil, Cambodia, Colombia and Costa Rica have all joined the ITF since 2021, taking our membership to 66 countries, from 54 only a decade ago. Not many international organisations can boast such growth. Representing Latin America and Southeast Asia, our new members make ITF more global.

I have received much positive feedback on ITF's work in messages from stakeholders. In one case, five partner organisations wrote me a joint letter praising our work. It is an immense pleasure and an encouragement to receive such exceptional feedback.

Thinking beyond transport

My ambition for the ITF to form productive relationships beyond the transport sector has already borne rich fruits. A new agreement with the World Health Organization creates a framework for joint activities in areas including road safety, the health impacts of transport and its role in pandemics.

At COP26 in Glasgow we organised the first official Transport Ministers' meeting in the context of COP and highlighted the role of transport for climate negotiations.



At the World Economic Forum's annual meeting in Davos in January 2023, ITF Secretary-General Kim answers media questions

At COP28 in Dubai we went a step further. We facilitated the first-ever joint Transport-Energy Nexus Ministerial at COP, together with the International Energy Agency, opening a path to overcoming silos in climate policy.

Another step towards broadening our offer to member countries is the new ITF Mobility Innovation Hub. Made possible by seed funding from Korea, the Innovation Hub scans the horizon for potentially disruptive developments and helps to develop policy responses. The first outputs were presented at the 2023 "Beyond the Horizon" conference held jointly with the French government.

Outreach to world regions

The ITF has not only expanded its work thematically, but also geographically. Our aim is to link the global policy debate with those on specific regional issues and foster the exchange of knowledge.

The ITF's High-level Regional Dialogues for Transport launched in 2022 offer fora to develop such regional perspectives. Five events have since occurred: two for Latin America, in Colombia and Argentina, two for Asia, in Thailand and Mongolia, and one for Europe in Poland.

Supporting policy in member countries is at the heart of the ITF's mission. Nearly 900 experts and officials from member and non-member countries and many international organisations participated in ITF Working Groups and ITF Roundtables in 2021–23. More than 100 stakeholder groups attended our annual consultations.

We are also bringing countries together in our new Common Interest Groups (CIGs). These address pressing issues that subsets of ITF members want to tackle jointly and have proved a remarkable success.

A total of 34 countries and more than 20 companies have joined three CIGs to accelerate the decarbonisation

of shipping, aviation and road freight. Their proposals fed into and informed the work of global regulators such as the International Maritime Organization and the International Civil Aviation Organization. Many governments have requested briefings on the findings.

We have also supported countries directly with ITF expertise, often in close collaboration with partners such as the World Bank, the European Commission, UN ESCAP, ASEAN and others.

Responding to crises

The years 2021–23 were also marked by challenging crises. Covid-19 kept the world in its grip in the first half of the triennium. As new vaccines helped to bring the virus under control, the ITF focused on providing countries with counsel on post-pandemic recovery.

While the pandemic also forced ITF to hold its 2021 Summit online, participation was at a record high with 1 700 attendees. In 2022, the in-person Summit returned with solid attendances and another premiere under Morocco, ITF's first-ever African Presidency country.

Geopolitical conflicts cast a dark shadow over the world – and also the ITF. Destroying bridges, roads and rail



Young Tae Kim meets Ministers Saito (Japan, centre) and Buttigieg (US) ahead of the G7 Transport Ministers' Meeting in Japan in June 2023



lines does the opposite of what the ITF works for: better connecting people, markets and nations.

At the 2022 and 2023 Summits, Ministers from a large number of member countries held Special Ministerial Roundtables to discuss support for Ukraine at war. A High-level Regional Dialogue for Ukraine hosted by Poland in February 2023 advanced plans.

In December 2023, Canada, Lithuania, Sweden and Ukraine initiated an ITF Common Interest Group for Transport in Ukraine. The group will help Ukraine cover its immediate transport-related needs and provide analytical support to rebuild its transport links in the longer term. A first project funded by Canada has now commenced.

Listen and act

My re-election as Secretary-General of the ITF for a second five-year mandate by Transport Ministers at their 2022 Summit in Leipzig was both gratifying and humbling. It signalled that my roadmap for making the ITF a truly interactive platform and a genuinely global organisation is heading in the right direction.

I commit to pushing ahead with this transformation as the ITF heads towards its 20th anniversary which we will celebrate together in 2026.

For the past three years, I have adopted a listening posture and been in permanent outreach mode. Between 2021 and 2023, I visited 44 countries, held 70 meetings with Ministers and 73 meetings with Ambassadors, and represented the ITF at more than 230 events.

I aim to translate what I hear from our member countries into impactful activities that increase the relevance and visibility of our organisation. This brochure presents those that we have put into practice over the past three years.

I hope you find it an interesting read. Please reach out to me with your ideas about what we could do together.

Young Tae Kim
Secretary-General



Towards low-carbon transport

Roughly one-quarter of all CO₂ emissions come from moving passengers and goods. Decarbonising transport continues to be a top priority for transport policy, and the ITF contributed in important ways to accelerating effective climate action in transport.

Decarbonising Transport

In 2021–23, the ITF's Decarbonising Transport initiative, set up in 2016 following the Paris Climate Agreement, concentrated its efforts on supporting the implementation of low-carbon policies and providing emerging economies with tools to decarbonise their transport systems.

Our Transport Climate Action Directory, an online database of transport CO₂-reduction measures,

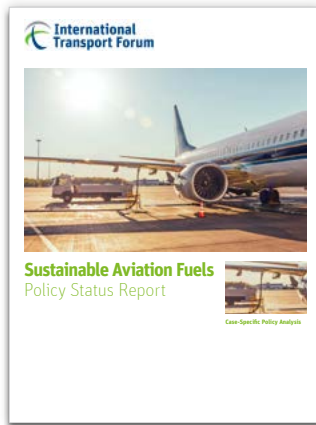
now contains more than 100 entries reviewed for their effectiveness. The Directory helps decision makers translate their decarbonisation ambitions into actions. It is complemented by the ITF Transport NDC Tracker which monitors how signatories of the Paris Agreement reflect transport in their Nationally Determined Contributions.

Our Transport Decarbonisation: Driving Implementation (known as

DT Implement) projects supported countries in tackling emissions in the hard-to-decarbonise modes of aviation, shipping and road freight. More than 30 countries collaborated in three Common Interest Groups (CIGs) to identify common research priorities and quickly deployable solutions.

Interest from policy makers was tremendous: among others, Australia's Prime Minister and





Cabinet Office invited ITF to present findings to the Treasury and the Ministries of Infrastructure, Energy, Transport and Climate Change.

Common Interest Groups

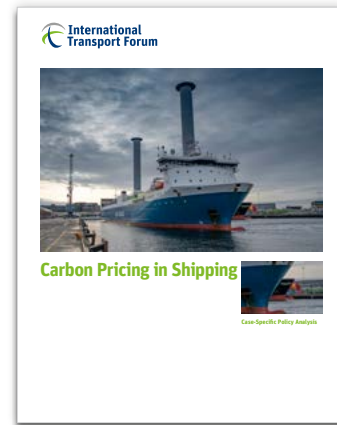
The “Policy Vision for Promoting the Scale-up of Sustainable Aviation Fuels” developed by the Decarbonising Aviation CIG was submitted to the 41st session of the General Assembly of the International Civil Aviation Organization (ICAO), the UN special body for aviation, by Norway, the group’s co-chair with Sweden. The European Civil Aviation Conference also referenced it in guidance for its 44 member states. An aviation stakeholder hailed the “Sustainable Aviation Fuels: Policy Status Report” as “one of the best reports I have ever seen on this topic”.

The report “Decarbonising Europe’s Trucks: How to Minimise Cost Uncertainty” by the Decarbonising



Heavy-duty Road Freight CIG was labelled “an instant classic” and praised as the “best and most extensive paper on total cost of ownership [and] the only paper that addresses the many uncertainties around total-cost-of-ownership calculations”. Canadian, Danish and German policy makers requested briefings. It also fed into a high-level event as part of Sweden’s EU presidency and was presented at several international conferences.

The CIG on Decarbonising Shipping examined carbon pricing mechanisms for maritime transport. Its report, “Carbon Pricing in Shipping”, was an official input paper to the Marine Environment Protection Committee of the International Maritime Organization (IMO), the committee tasked with strengthening the IMO Greenhouse Gas Strategy. “The Common Interest Group on Decarbonising Shipping was a forum for us to exchange ideas,



for example on reducing emissions from short sea shipping”, noted one of the participating countries. The CIG also made possible “conversations which helped in the negotiations” at the IMO.

National advice

Argentina, Azerbaijan, India and Morocco benefited from the ITF’s work through four individual Decarbonising Transport in Emerging Economies (DTEE) projects. Funded by Germany’s International Climate Initiative (IKI), the projects helped each country create pathways to reduce transport CO₂ emissions and meet climate goals, using tailor-made modelling tools to enable local experts to test the effectiveness of measures in their specific contexts.

As part of the Sustainable Infrastructure Programme in Asia project (also funded by the IKI) the ITF, the OECD and UNDP worked with countries in Central and



Morocco's Minister of Transport and Logistics, Mohammed Abdeljalil, answers media questions in the margin of a DTEE Morocco event in Rabat, September 2023

Southeast Asia to better connect them with global markets using sustainable infrastructure and to improve citizens' access to services and opportunities via green modes.

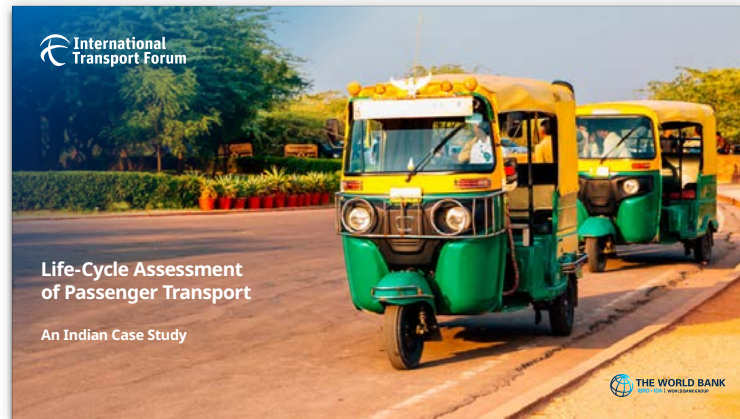
Based on thorough assessments of regional transport infrastructure investments, the ITF developed decarbonisation roadmaps and tools for Mongolia, the Philippines and Uzbekistan.

The ITF and the World Bank also analysed India's urban passenger transport emissions as part of the NDC Transport Initiative for Asia, a joint project of seven organisations. The ITF delivered a first-of-its-kind life-cycle analysis tool that Indian

transport planners can use to assess the impact that choices of transport mode and propulsion technology have on energy consumption and CO₂ emissions.

The ITF at COP

Over the past three rounds of the UNFCCC Conference of the Parties (COP), the ITF has worked systematically to bring transport and





the ministers who shape transport policy into the mainstream of the UN climate change negotiations.

At COP26 in Glasgow (2021), the ITF and the United Kingdom in its role as COP President organised the first Transport Ministerial Meeting at COP since the conclusion of the Paris Agreement in 2016.

At COP28 in Dubai (2023), the ITF and the International Energy Agency

held COP's first-ever joint transport-energy ministerial, putting the crucial nexus between these sectors for decarbonisation on the agenda.

As a UNFCCC focal point for transport within the Marrakech Partnership for Global Climate Action, the ITF also continued to contribute to the platform for collaboration between public and private stakeholders that are not parties to the Paris Agreement.

In Glasgow, Sharm-el-Sheik (COP27, 2022) and Dubai, the ITF hosted side events on a wide range of transport-related topics, including carbon pricing in the maritime sector, the impact of the used-car trade on fleet electrification in emerging economies, tackling maritime emissions, and the links between gender and transport decarbonisation.



"ITF's Decarbonising Transport initiative has been hugely important."

Finland



"We are deeply appreciative of the work undertaken by ITF, especially on the DTEE and NDC-TIA projects as well as the future workstreams we are exploring."

Senior Indian official, India



"The ITF's Transport Climate Action Directory .. represents a milestone for transport decarbonisation policy."

Senior Slovak official, Slovakia



Putting data to work

Big Data, Blockchain and Artificial Intelligence open new horizons for more efficient and user-centric mobility and logistics. Our work on the digitalisation of transport helps governments evaluate new developments based on sound evidence and address new regulatory challenges effectively.

Mobility as a Service

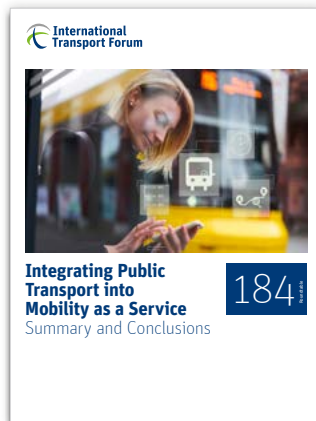
Mobility as a Service (MaaS) is a hugely promising application of digital technology in transport with the potential to provide citizens with seamless travel options. Technical and regulatory hurdles need to be overcome, though. The ITF addressed these in a project with the World Business Council for Sustainable Development that reviewed the potential of MaaS and an ITF Roundtable report on the

integration of public transport into MaaS ecosystems.

Two ITF Corporate Partnership Board projects addressed practical issues, proposing principles for data governance principles and a data sharing framework to enable operators to run integrated services.

These principles were applied directly in the ITF's work, backed by the European Commission, to

help Brussels Mobility make MaaS a reality for users in Belgium's capital. The initial project, Developing Innovative Mobility Solutions in the Brussels-Capital Region, informed the "Interfederal Vision for MaaS" adopted in September 2022 by Belgium's Interministerial Council of Mobility Ministers. It was also referenced in Belgium's National Plan for Recovery and Resilience, adopted in June 2021.



ITF provided Brussels-Capital Region with governance, data and reporting policy guidelines



The follow-up project, MaaS Moves Brussels: Interregional, Interoperable and Intermodal, maps the desired MaaS ecosystem and analyses MaaS governance systems in the EU.

Automation

Digitalisation is a main driver of automation, in transport as in other areas. We addressed the many facets of this ongoing paradigm shift in several projects.

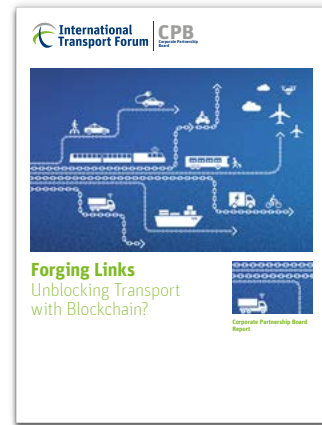
A study funded by Korea examined automated transport services: What rules should apply where these overlap with heavily-regulated taxis and public transport? The proposed principles for forward-looking regulation inspired the Finnish government to invite stakeholders for a presentation and discussion of the findings.



Automated vehicles need more complex (and more expensive) infrastructure than cars controlled by humans. An ITF Working Group examined the policy implications of adapting physical and digital infrastructure as well as institutional frameworks to self-driving vehicles.

Digitalisation could also help make the maintenance of infrastructure more efficient and less costly. Trends in data-based maintenance approaches for different types of transport infrastructure were examined by an ITF Corporate Partnership Board project.

Automation of vehicles in the workplace is transforming the transport industry. It is also changing the nature of work itself in terms of the required skills, employment levels, job quality or composition of the labour force. A report by ITF's



new Mobility Innovation Hub lays out risks and opportunities and outlines how policy makers can manage the transition, both supporting workers and attaining their policy objectives.

Big Data and Blockchain

The systematic and targeted use of ever-larger amounts of data and distributed ledger technology holds enormous promise for enhancing supply chain efficiency. Data-driven operational improvements in road freight and maritime shipping can substantially limit the growth of global freight emissions, an ITF study for the Coalition for Reimagined Mobility (ReMo) found, which fed into their white paper "Solving the Global Supply Chain Crisis with Data Sharing".

Distributed ledgers could help to create trust among transport actors where lack of it currently holds



back efficient solutions, for instance clearing transactions with multiple parties or authenticating provenance. An ITF Corporate Partnership Board project developed recommendations

for the use of Blockchain and similar solutions in transport, based on several use cases in freight and logistics as well as passenger transport.



“Developing innovative mobility in the Brussels-Capital Region project will be important for Belgium and other EU Member States in their efforts to improve access to mobility alternatives and to move more people and more goods in a way that is faster, cleaner and cheaper”

Mario Nava, Director-General for Structural Reform Support, European Commission



Supporting policies that save lives

Helping governments to keeping transport users safe and secure has always been one of our main priorities, and our work on road safety continues to help reduce the death toll on the world's roads. We have now expanded our work to cover more aspects at the intersection of transport and public health.

The IRTAD Group

The ITF's permanent working group on road safety, known as the IRTAD Group, is a pillar of global collaboration in the fight against road deaths. With 80 members and observers from more than 40 countries, the IRTAD has been hailed as a "model of a multi-country effort" and its crash data as "simply the best in the world". The Road Safety Annual Report consistently ranks among the most downloaded ITF outputs.

At the 7th IRTAD conference in September 2022, more than 150 experts urged "better data for better road safety outcomes" and agreed 14 recommendations in their "Lyon Declaration".

Via the IRTAD Group, the ITF also supported member countries' road safety objectives. Data reviews for Chile, Colombia, Costa Rica and Serbia recommended improving data collection and addressing

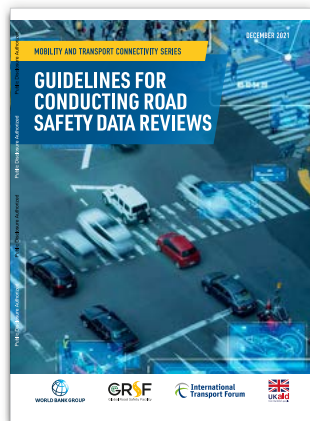
underreporting. Together with the World Bank, the UN Road Safety Fund and UK Aid, the ITF developed data review guidelines which are now widely used by partners including the World Bank to assist Uganda and by France to aid Cameroon and Mali.

The ITF also carried out short country surveys on request. For Chile, we gathered data on the safety of buses. Finland asked for support to codify of e-scooter crashes. Japan

WHO Assistant Director-General Ailan Li and the ITF's Young Tae Kim signed an agreement to expand collaboration in Paris in November 2023



ITF Secretary-General Young Tae Kim opens the "Traffic Safety and Innovation on Roadways" conference in December 2021 in Seoul



sought better data on drink driving. Germany, Israel, the Netherlands and the UK also carried out targeted surveys through the IRTAD Group.

For Ireland, we facilitated five surveys that fed into briefings for government ministers and road safety stakeholders. One of them, on older pedestrians, informed a safety campaign targeting seniors. Another survey shaped the action plan for Ireland's 2024 road safety strategy.

The Safe System

The ITF was the first to promote the Safe System approach to road safety internationally through a seminal 2008 report. Since then, we have continued to expand and foster knowledge about this approach, which has been adopted or considered by hundreds of cities and dozens of nations. The latest ITF Working Group report, published in 2022, proposes a comprehensive

framework for implementation, along with 16 case studies from around the globe with valuable lessons for decision makers aiming to end the loss of lives on their roads.

Road safety indicators are important tools to support life-saving interventions and policies. Working with the Korea Transportation Safety Authority, we identified international best practices and developed guidelines for establishing safety performance indicators to assess the effectiveness of policies in reducing road fatalities and serious injuries. The ITF also developed new proxy indicators for estimating the risk of potential conflicts between, for instance, pedestrians and cars using the same street. Such indicators can serve to underpin policy decisions where no real-life data is available.

With the Korea Expressway Corporation, the public operator

of the Korea's toll roads, the ITF organised a joint road safety conference in December 2021 to present the findings of the report "Motorway Safety in Korea: Learning from international best practices for an Action Plan to 2030".

Road safety co-operation

A long history of co-operation to improve road safety links the ITF and the World Health Organization (WHO). An agreement signed in November 2023 created a greatly expanded partnership for transport and health. The WHO and ITF will collaborate on the role of transport in pandemics, health impacts of transport-related pollution, the trade of second-hand vehicles, and the health benefits of sustainable transport policies. The collaboration will focus on low- and middle-income countries and on expanding existing ITF activities into Africa.



Participants at the Safer City Streets meeting in Guadalajara, Mexico, in October 2022

Safer City Streets

Safer City Streets, the ITF's global traffic safety network for liveable cities, continued to connect city officials responsible for road safety to learn from each other and to improve and use data to underpin effective safety interventions.

More than 130 participants attended the 7th Safer City Streets Network meeting in Guadalajara, Mexico, in October 2022, co-organised with the Secretariat of Transport of the State of Jalisco and with the support

of FIA. A series of webinars briefed local authorities, road safety experts and NGOs on insights for enhanced urban road safety and links between road safety, inclusion, equity, gender and sustainability.

"The support of the ITF and IRTAD has been invaluable... We have greatly benefitted from the unique knowledge-sharing opportunities they provide... It is critical that our road safety policy and practice aligns with international best practice, and the ITF and IRTAD enable us to do so."

CEO of a national road safety authority

"The Safe Micromobility report of ITF contributed to the brainstorming process and development of electric scooter regulation in Türkiye, which came into force in April 2021."

Ministry of Transport and Infrastructure



Linking people and markets

Resilient transport infrastructure and high-quality mobility services bring people together and goods to the market. Well-connected countries, regions and cities provide citizens and businesses with more opportunities. Our work on connectivity aims to improve links, both on a global scale and at the city level.

Supporting national connectivity

Our support for infrastructure and services in member countries and among stakeholders bore rich fruit in 2021–23. For example, ITF studies helped shape Türkiye's master plan for its transport sector for the coming decade. Similarly, Estonia's strategic transport and mobility plan for 2021-35 directly

reflected the findings of an ITF input study.

Our work on the performance of maritime logistics informed regulatory discussions in the EU and was widely covered in the media. Germany's competition authority, the Bundeskartellamt, echoed the ITF's analysis and referenced two

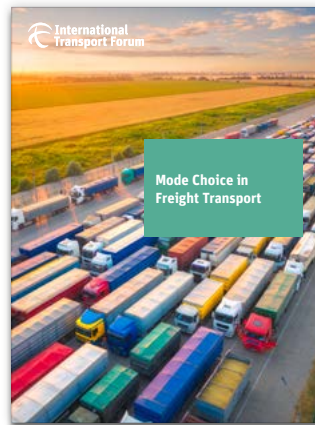
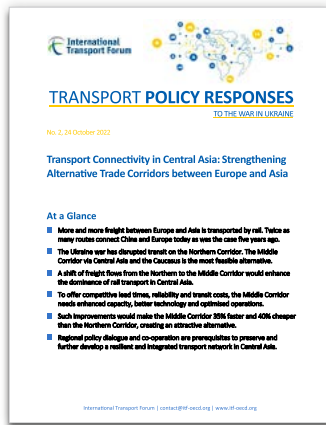
ITF reports in its 2022 submission to the European Commission. In a joint letter to the ITF, five stakeholder organisations praised the ITF's recommendations as "relevant, inspiring and real food for thought".

An ITF Working Group report, *Mode Choice in Freight Transport*, analysed the main determinants for using road, rail, inland waterways, coastal shipping or pipelines to move goods. Illustrated by case studies from

ITF Secretary-General Young Tae Kim and Ahti Kuningas, Secretary-General at Estonia's Ministry of Economic Affairs and Communication (second from right) at the presentation of ITF's input study for Estonia's Transport and Mobility Masterplan in Tallinn in September 2022



"The Estonian Transport and Mobility development plan 2021–2035 relied to a considerable extent on the analysis of the ITF Estonia input study which was commissioned with EU structural support programme funds."



Canada, China and the Netherlands, the report was widely cited in the research literature.

Global freight routes

Global freight routes and supply chains saw unprecedented shifts and challenges in the early 2020s due to war, the pandemic, extreme weather and an energy crisis. Transport connectivity in Central Asia

has been a particular focus of our work. A much-praised 2022 Policy Brief examined ways to strengthen alternative trade corridors between Europe and Asia to replace the Northern Corridor through Russia. An ITF special lecture with experts from Azerbaijan in 2023 highlighted the role of the Central Asian nation in the ongoing reconfiguration of Asia-Europe trade routes.

Regional connectivity

Building on our previous work, two regional connectivity studies were launched in 2023 to help countries in Central Asia and Southeast Asia develop sustainable and resilient transport links. They will benchmark national freight transport policies against international best practices and develop recommendations for closing connectivity gaps. Kick-off events were held in Istanbul and Siem Reap, Cambodia. Regional connectivity was also the theme of the 2nd ITF High-level Dialogue for Asia that assembled regional leaders in Ulaanbaatar in November 2023.

New Mobility

New forms of mobility can help close connectivity gaps but have also confronted regulators with tricky questions. Reliable data is often missing for new services and vehicles. Our Measuring New Mobility project, part of the ITF Mobility Innovation Hub, has developed a



ITF Secretary-General Young Tae Kim and UK Secretary of State for Transport Mark Harper at the Babica tunnel site in Poland, part of the Via Carpatia corridor linking the Baltic and Aegean seas, March 2023

MODERATOR:

PANELISTS:



DR. GUINENG CHEN
ASIA OUTREACH LEAD,
DATA AND POLICY
ANALYTICS LEAD



MR. KHALTAR LUVSAN
VICE MINISTER, MINISTRY OF
ROAD AND TRANSPORT
DEVELOPMENT, MONGOLIA



MR. ANDRES PIZARRO
HEAD OF TRANSPORT SECTOR,
ASIAN INFRASTRUCTURE
INVESTMENT BANK (AIIB)



MR. HANNES TAKACS
HEAD OF MONGOLIA,
EUROPEAN BANK FOR
RECONSTRUCTION AND
DEVELOPMENT (EBRD)



MS. MATILDA DIMOVSKA
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Mongolia's Vice-Minister of Road and Transport Development, Khaltar Luvsan, and other leaders at the ITF High-level Dialogue for Asia in Ulaanbaatar in November 2023

comprehensive classification of new mobility and proposed a framework for systematically collecting and comparing relevant data. A set

of performance indicators helps governments set the right policies as new mobility evolves.

Micromobility

Micromobility can make urban travel more sustainable, for instance by better connecting citizens to



"The ITF reports on decongesting our cities and social impacts of road pricing have been of great value, providing a solid base in studying and analysing potential sustainable mobility charging schemes for the Reykjavik Area."

X/Twitter user



"The transport policy reports from @ITF_Forum are the best."

X/Twitter user



"ITF's publications contributed to the development of Türkiye's 2035 Transport and Logistics Master Plan, completed in April 2022."



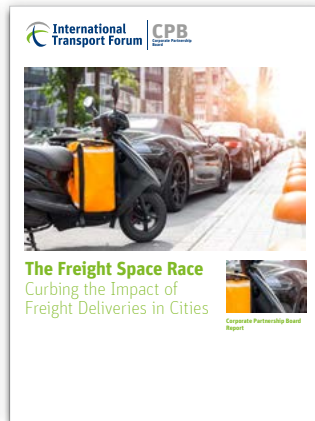
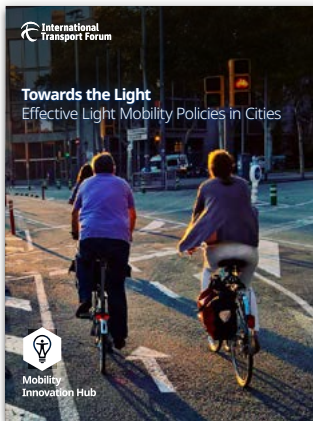
Presentation of the ITF Roundtable report, *Micromobility, Equity and Sustainability*, during the IAA Mobility fair in Munich, Germany, in September 2021

public transport services – if rules are in place that support this goal. In Türkiye, e-scooter regulations introduced in 2021 built on ITF work on safe micromobility. For New Zealand’s transport ministry, an ITF Roundtable and its report on the interlinkages between micromobility, equity and sustainability helped shape thinking on the regulatory challenge posed by the rapid emergence of e-scooters.

Urban mobility

Expanding on what the IPCC’s Diana Ürgü-Vorsatz describes as the ITF’s “legendary and disruptive work on shared mobility”, a whole range of ITF projects fed into the ongoing global rethink of urban mobility. Our 2021 Roundtable report *Reversing Car Dependency* was referenced by the IPCC, the EU Mobility Observatory and several OECD studies. Iceland’s government also used the report to study the potential of congestion charging for the capital Reykjavik.

Related projects developed policy recommendations for promoting lighter forms of mobility, improving the quality of walking and cycling in cities, securing funding for public transport, curbing the impact of urban freight deliveries and better integrating transport and land-use policies.



Launch of the Enhancing Regional Freight Connectivity in Central Asia project at the OECD's Istanbul Centre in April 2023



"They did it again. These reports of @ITF_Forum are almost perfect. Not perfect because they are not in Spanish..., but they are great."

X/Twitter user, referring to ITF reports on urban mobility



"One of the many great studies by the @ITF_Forum on #SharedMobility... To me it seems like the only solution that can address all the #UrbanMobility related challenges together."

Tweet by Prof. Diana Üрге-Vorsatz, vice-chair of the International Panel on Climate Change (IPCC) on the ITF report "Transition to Shared Mobility"

"[A] timely report as in Brussels all organisations of the maritime logistics chain are joining forces with the EU Commission to find sustainable solutions to wrong practices in the market"

Secretary-General of a European port association on the ITF report "Performance of Maritime Logistics"

"(T)he excellent report on the performance of maritime logistics [has] provided us with real insights and a thorough analysis... The policy recommendations are relevant, inspiring and real food for thought"

Joint letter from five maritime sector stakeholder organisations to ITF



"Like many countries, New Zealand was challenged by the rapid emergence of shared e-scooters and e-bikes... The [micromobility] Roundtable... helped shape our thinking about the best approach to take and gave our team the opportunity to rapidly up-skill."

Director, Ministry of Transport, New Zealand



Leaving no-one behind

How can transport help ensure that all citizens have a chance to benefit from opportunities, realise their aspirations, become more involved? Dismantling barriers and biases that hinder participation are at the heart of transport policies for fair societies – and a core ITF priority.

How accessible is your city?

In 2022, we created an online urban accessibility visualisation tool to show planners and citizens in European cities how easy it is to reach schools, hospitals, shops, green spaces and other people. The tool includes data for 121 cities, measuring overall accessibility, proximity of destinations and transport performance. Users can compare cities, and set their own weights for the different criteria.

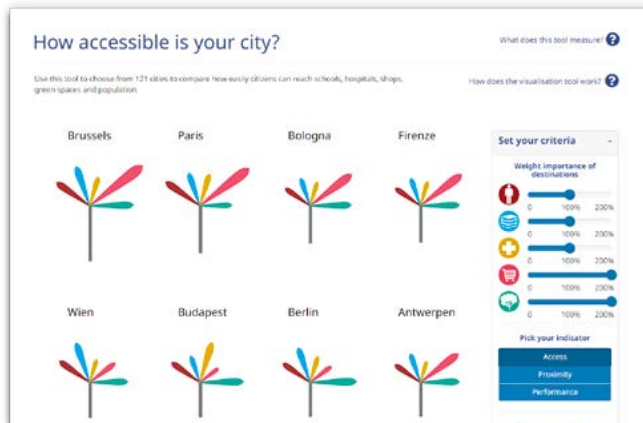
More than 2 000 visitors have used the tool since its launch.

Streets that fit

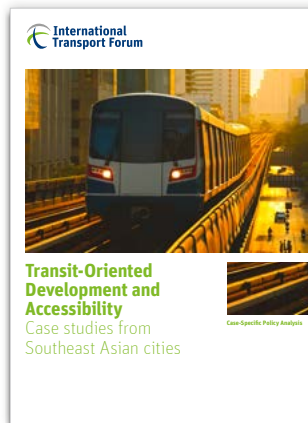
Not all city dwellers are served equally by their local transport system. Improving urban accessibility was the focus of several ITF projects. In “Streets That Fit: Re-allocating Space for Better Cities”, we examined the rationale for street space allocation and suggested ways

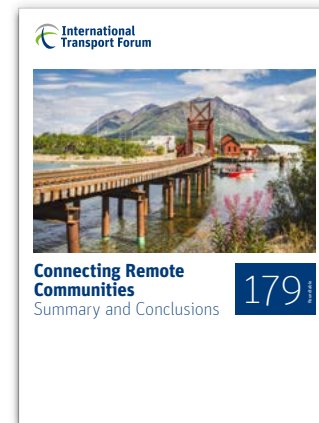
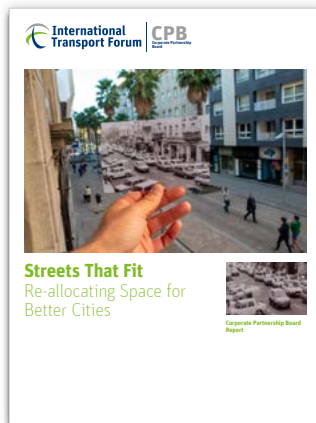
to measure space consumption for mobility purposes.

An analysis of the greater Seoul region, home to over half of Korea’s population, offered an ideal case study of how transport systems serve different socio-economic groups. The project report, “Accessibility in the Seoul Metropolitan Area”, provides insights for decision makers in Korea and elsewhere on reducing inequalities in access. A complementary report,



With the ITF Urban Accessibility Tool, users can compare the reachability of services and amenities in 121 European cities





“Transit-Oriented Development and Accessibility”, presented case studies from the Southeast Asian cities of Bangkok, Ho Chi Minh City and Manila that have improved accessibility through TOD.

Over one billion people live with some form of disability. For those among them who need or want to travel by car, it can be difficult to find answers to questions such as “Am I allowed to drive here?”, “Where can I park?”,

or “Can I rent a car?”. FIA and the ITF teamed up to create the Disabled Motoring website, a resource for everyone travelling outside their own country and unsure about the rules and conditions for disabled drivers. Thousands of people have made use of this unique offer.

Remote communities

Citizens in rural and remote areas face higher hurdles to access essential services and opportunities than city

dwellers. In responding to this, the ITF has focused on how governments can help ensure access to essential services for people in rural communities where traditional public transport is difficult to sustain financially. Our Connecting Remote Communities project developed a classification for policy interventions and reviewed common design and implementation challenges. A related Working Group report, *Innovations for Better Rural Mobility*, surveyed international best practices for providing car-less citizens in rural areas with access to jobs, schools, health services and other opportunities in cost-effective ways.

ITF Secretary-General Young Tae Kim presents the ITF Gender Analysis Toolkit for Transport at the Global Women's Forum in Paris in November 2022



Gender and transport

Gender-inclusive transport policies are vital and the ITF is supporting governments through several programmes, notably ITF Corporate Partnership Board projects and events, in the context of the ITF Summit, in collaboration with the OECD's Friends of Gender Equality Plus group and also at the COP meetings.



Participants at the “Youth on the Move” workshop held in April 2023 at the headquarters of ITF Corporate Partner, PTV Group, in Karlsruhe, Germany

A milestone was the launch of the *ITF Gender Analysis Toolkit for Transport* in May 2022. The Toolkit offers a hands-on, easy-to-use method for incorporating a gender-inclusive perspective into transport projects. The toolkit consists of a checklist to help assess how gender-inclusive a project is, a list of indicators from which projects can select the metrics most suited for them, and a questionnaire template to design surveys and the data collection processes.

The ITF Gender Toolkit was accessed 2 000 times in its first five months alone and has found a positive echo among stakeholders. The World Road Association, for instance, is using the toolkit to support creation and delivery of workplans for the 2024–27 work cycle of its technical committees. The ITF, too, is systematically applying the toolkit to its projects.

Youth and transport

How young people use transport matters for society and therefore for transport policy. Yet, young people’s views are rarely factored into transport decisions – something the ITF is aiming to help change.

The Youth On the Move project, initiated by the ITF Corporate Partnership Board, engages with younger generations to bring their views, expectations and mobility practices to planners and policy makers. Following a kick-off meeting in the context of COP27 in November 2022, ITF Corporate Partner PTV Group hosted a second workshop in April 2023.

Young people are also enriching discussions at the ITF Summit. A special session of the 2023 Summit brought together young activists with transport leaders. Together with our Summit Regional Partner Saxony,

the ITF hosted a group of students from the region’s universities.

On his travels, ITF Secretary-General Young Tae Kim has regularly visited universities and high schools to raise the profile of the ITF among young people. Motivating them to seek internships or perhaps future employment with the organisation is also one of the elements of the ITF’s targeted efforts to further enhance the diversity of its workforce.

“PIARC uses the ITF Gender Analysis Toolkit for Transport to facilitate gender inclusion and diversity at all levels of PIARC’s work.”

Technical Advisor, World Road Association (PIARC)

Confronting transport system shocks

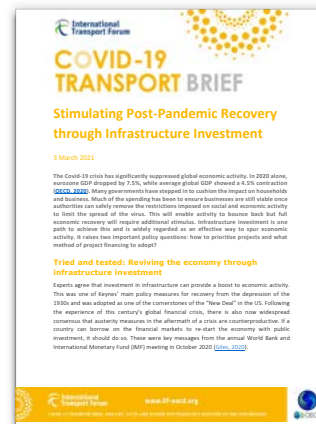
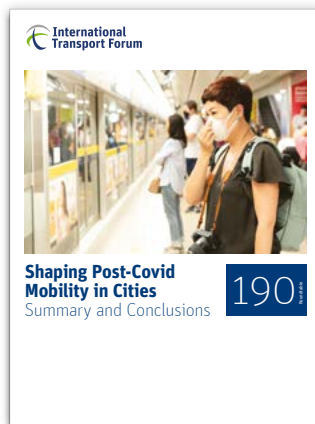
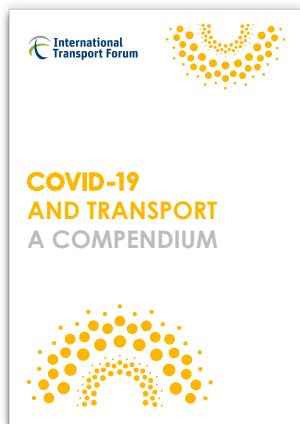
The Covid-19 pandemic, the war in Ukraine and the acceleration of climate change marked the years 2021–23. These crises brought huge uncertainties for millions of citizens and unprecedented challenges for decision makers. The ITF responded by doing what we do best: gathering expertise, providing evidence for sound policy options and creating fora for exchange and co-ordination.

Transport and the pandemic

The Covid-19 pandemic has changed how people live and move. The ITF continued to offer targeted policy support throughout the later phase of the Covid-19 pandemic with policy briefs on topics ranging from post-pandemic recovery to gender equality and the pandemic. All advice developed from the outset of the pandemic was consolidated in “Covid-19 and Transport: A Compendium”.

For ASEAN, we developed “Covid-19 Recovery Guidelines for Resilient and Sustainable International Road Freight Transport Connectivity in ASEAN” together with UNESCAP. The guidelines were approved by the ASEAN Senior Transport Officials Meeting in January 2021. A co-operation agreement between the ITF and the WHO signed in 2023 foresees joint work on the role of transport in pandemics.

The impact of the pandemic on urban mobility has been particularly grave. How can we create more sustainable, resilient and equitable urban transport systems? In response to member countries’ requests, an ITF Roundtable event and report, *Shaping Post-Covid Mobility in Cities*, developed recommendations to address this challenge based on international best practices.





Ministers Carlson (Sweden) and Skuodis (Lithuania), Deputy Prime Minister Kubrakov (Ukraine), ITF Secretary-General Kim and Canada's Chargé d'Affaires Nagi celebrate the launch of the Common Interest Group for Ukraine in Kyiv on 15 December 2023

War in Ukraine

The war in Ukraine is causing untold human suffering and destroying transport infrastructure that was built to connect people and enable exchange for the benefit of all. In the words of ITF Secretary-General Young Tae Kim, this war “does the opposite of what the transport community works for”. In response to member countries’ initiatives and requests, the ITF Secretariat launched a range of activities to support Ukraine.

A series of dedicated policy briefs, the “ITF Transport Policy Responses to the War in Ukraine”, provided snapshot analyses of specific issues

to support policy makers addressing the unprecedented transport-related challenges created by the war, such as the question of grain shipments via the Black Sea, war-induced shifts in Asia-Europe land transport and the war’s impact on civil aviation.

The ITF Secretariat also facilitated important member country meetings in support of Ukraine. Two Special Ministers’ Roundtables on the war in Ukraine during the 2022 and 2023 Summits helped to identify needs and mechanisms to support the war-ravaged country and were attended by minister-level delegations from Ukraine itself.

Poland’s Ministry of Infrastructure and the ITF hosted a High-level Dialogue on Ukraine in Rzeszów on the Polish-Ukrainian border in March 2023. Twenty-four nations from Europe, Asia and the Americas, as well as representatives from the European Commission, the European Investment Bank and European Bank for Reconstruction and Development, discussed how to connect Ukraine with Europe and the World.

ITF member countries Canada, Lithuania, Sweden and Ukraine initiated a new mechanism to support Ukraine. The Common Interest Group for Transport in Ukraine (CIG4U) will act as a platform to co-ordinate efforts to assist Ukraine with its immediate transport-related needs. It will also provide analytical support for the longer-term rebuilding of Ukraine’s transport links.

“Coming together in uncertainty”



Eamon Ryan, Ireland's Minister for Transport, revisits the Republic's extended 2019–21 ITF Presidency

I was delighted when Ireland assumed the Presidency of the International Transport Forum in May 2019. My Department had the pleasure of hosting representatives from ITF member countries in Dublin Castle in November 2019.

While we had hoped to gather in Leipzig as usual for the Summit, the unprecedented disruption caused by Covid-19 prevented us from doing so. As a result, my fellow transport

ministers and I decided to extend the Irish Presidency and reschedule the Summit to May 2021. We also saw this as a unique opportunity to host the first-ever virtual Summit in the history of the ITF.

Innovative solutions

I believe that the virtual Summit perfectly captured the theme of “Transport Innovation for Sustainable Development: Reshaping Mobility in the Wake of Covid-19” by

demonstrating how innovative solutions can be used to address the challenges facing the transport sector.

The Irish Presidency worked closely with the ITF Secretariat, Secretary-General Young-Tae Kim and the Vice Presidencies of the United Kingdom and Morocco to deliver an engaging Summit. This collaboration allowed us to come together as policy makers in a time of uncertainty and provide a platform for Transport Ministers to share their countries' experiences of responding to the crisis.

A wealth of diverse perspectives

There are quite a few memorable moments from the Irish Presidency that come to mind, such as chairing the virtual Ministers' Roundtable on Transport and Covid-19. I can also still recall the Ministerial Declaration and its strong emphasis on building back better from Covid-19, while also highlighting the key role that

Ireland's ITF Presidency logo



Ireland
ITF Presidency 2020



Representatives of ITF member countries gathered in Dublin for the November 2019 Transport Management Board meeting

innovation will play in making these goals a reality, which again reflected the core theme of the Irish Presidency.

The Summit also featured a record attendance of over 1 700 participants and 54 Ministers and Heads of Delegation. ITF membership also increased from 60 to 63 countries when Uzbekistan, Mongolia and Colombia were

welcomed into the ITF family. Their membership will no doubt bring a wealth of diverse perspectives and invaluable expertise to the ITF.

Innovation, inclusion, decarbonisation

As Ireland continues to build a more resilient and sustainable future, innovation, inclusion and decarbonising transport have taken on increasing significance as

enablers of sustainable development, economic growth and equal access to opportunities for all.

Ireland will continue to play an active role in supporting the work of the ITF as we seek to respond to the challenges facing the transport sector, which can only be tackled through enhanced global co-operation.

Global dialogue for better transport policies

Since its inauguration in 2008, the Summit of the International Transport Forum has firmly established itself as the world's premier transport policy event. The largest gathering of transport ministers worldwide equally attracts private-sector leaders and top thinkers from around the world.

The ITF Summit has continued to grow in reach and relevance as a place where decision-makers from transport and beyond meet, exchange and network. A total of 171 ministers and heads of delegation, along with more than 4 000 participants from over 90 nations attended the Summit in 2021–23, including the Covid-induced virtual event in 2021.

With so many people present, the Summit is demonstrably a global networking opportunity of the first order. More than 300 bilaterals took place at the 2022 and 2023 Summits, as did countless informal meetings.

A survey among attendees of the 2022 Summit revealed that nearly all (94%) of respondents had made new professional contacts at the event.

More than half (58%) said these had led to concrete results or would soon.

Examples of impact cited by individual participants included the Summit's input on specific road safety legislation and a mobility action plan and also less tangible yet important outcomes such as acquiring "more knowledge that feeds into my contribution to policy decisions".



Speakers from around the globe offer their regional perspectives on transport's role in enhancing economic growth during ITF's 2023 Summit



German and Swiss transport ministers Volker Wissing and Albert Rösti signed a road transport agreement at 2023's Summit



A bird's-eye view of the family photo taken after the Open Ministerial at the ITF 2022 Summit

The Ministerial Roundtables held at the Summit have become effective crystallisation points for aligning the actions of national governments

in major policy areas such as climate change. For the transport community, the Summit in May has become an important catalyst to

build momentum for the United Nations climate negotiations at COP each year.

Networking success

94%

of Summit attendees made new contacts at the 2022 Summit

82%

had follow-up exchanges

58%

saw concrete outcomes or expected them

(Survey among attendees of the ITF Summit 2022 conducted in March 2023)



The Summit offers a myriad of high-level networking opportunities

The opportunities offered by the Summit inspired a growing number of top-tier partners that host events at the Summit or back-to-back. Among them were the World Economic



Presentation at the ITF Open Stage Café during the Summit

Forum, the World Bank, the Asian Development Bank, the Inter-American Development Bank, the Development Bank of Central America and the Caribbean (CAF), the UN Environment

Program (UNEP), the UNFCCC Climate Champions and the World Business Council for Sustainable Development (WBCSD).



A press conference at the 2023 Leipzig Summit



Summit sessions explore the cutting-edge of policy innovations

A wealth of diverse voices enrichen the ITF Summit



"We are here because this is an international transport forum which is reflecting and sharing perspectives on the role of transport as an enabler to economic growth... The sessions were very enlightening. We have lessons we have taken away."

Lisa Mangcu, Deputy Minister of Transport, South Africa



"What a great organisation and great event.... My mind is still spinning from all the ideas I was exposed to over the past few days."

Senior official, Transport Infrastructure Ireland



"This is one of the outstanding annual events of transport."

Senior official, Hungarian Ministry for Construction and Transport



"The Summit is an amazing knowledge and experience sharing platform."

Senior official, National Physical Planning Board, Uganda



"The Annual Summit gives us the great opportunity to share the work and milestones of the Ministry with the world and enrich ourselves with new ideas, learning from other countries' experiences and standpoints."

Senior official, Ministry of Transport, Argentina

Exploring our transport future

The ITF Transport Outlook, launched at every second ITF Summit, provides decision makers with detailed projections of how transport demand and related CO₂ emissions will develop under different scenarios to 2050. The cutting-edge in-house modelling that underpins the Outlook further supports countries in targeted ways.

Governments and institutions around the world rely on the ITF's flagship report for the best possible understanding of transport's future. France used the results in its 2040–60

foresight report on transport and mobility. The Netherlands organised a cross-ministry workshop on Outlook findings and their policy implications. Israel approached the ITF to model

eight Israeli cities to test different policies. The IPCC is using the Outlook's results for its 2024 transport sector assessment and will include the ITF data in its peer-reviewed database.

The 2023 ITF Transport Outlook team and Young Tae Kim with the report, summary brochure and flyer



Among the countries for which we developed custom-made models are Argentina, Azerbaijan, India, Israel, Mongolia, Morocco and the Philippines. The World Bank and the International Maritime Organization also asked for custom analyses.

"The International Transport Forum's Outlook 2023 offers valuable guidelines to steer mobility practitioners' decisions for the benefit of both transport users and the environment... The report is particularly relevant for Eurocities as it includes a section on enhancing urban transport to improve quality of life in cities."

[Eurocities website](#)



Applying our modelling capabilities to regional questions also spawned three regional ITF Transport Outlook reports in 2022. Covering Southeast Asia, South and Southwest Asia, and North and Central Asia, they were produced in collaboration with the UN Economic Commission for Asia and the Pacific (ESCAP) and contributed to ESCAP's Regional Action Programme for Sustainable Transport Development in Asia and the Pacific.

The Outlook's global impact has also increased thanks to generous support for translations. In 2023, it was published in Spanish for the first time with support from Spain's Ministry, making its findings available in the world's second most-spoken language. Since 2017, the Chinese Academy of Transportation Sciences has published a Mandarin edition and Japan also supported translation of recent editions, helping to further the ITF's reputation in Asia for world-class modelling and evidence-based policy advice.

Understand what's cooking in transport with PASTA

The ITF uses a set of five modelling tools to build its forward-looking scenarios of transport activity. Unified under a single "Policy Ambitions and Sustainable Transport Assessment" framework (or PASTA for short), the tools cover all transport modes and both passenger mobility and freight. The ITF develops its own models and does not rely on commercial modelling software. They are constantly improved and updated.

- **The Urban Passenger Transport Model** can test how policies and technological trends can impact urban travel demand, related CO₂ emissions and accessibility in cities.
- **The Urban Freight Transport Model** estimates the impact of policy measures on decarbonising urban freight transport and applies innovative ways to overcome the general lack of data describing urban freight movements.
- **The Non-urban Passenger Transport Model** estimates travel activity between urban areas (intercity travel) and local travel in non-urban areas (intra-regional travel). It accounts for trips by air, rail, car, bus, motorcycle and ferry, and also for multimodal travel.
- **The Non-urban Freight Transport Model** provides scenario forecasts for freight flows around the globe for 19 commodities. A network model, it assigns freight flows of all major transport modes to specific routes, modes and network links.
- Our new **Fleet Model** combines data on the age and technologies of vehicle fleets worldwide with forecasts of total distance travelled (in vehicle-kilometres) for every vehicle type and region. Projected future fleets are combined with scenarios on technology adoption and energy efficiencies to estimate future vehicle fleets' CO₂ and air pollutant emissions.

Co-operation: Our member countries

Value for membership

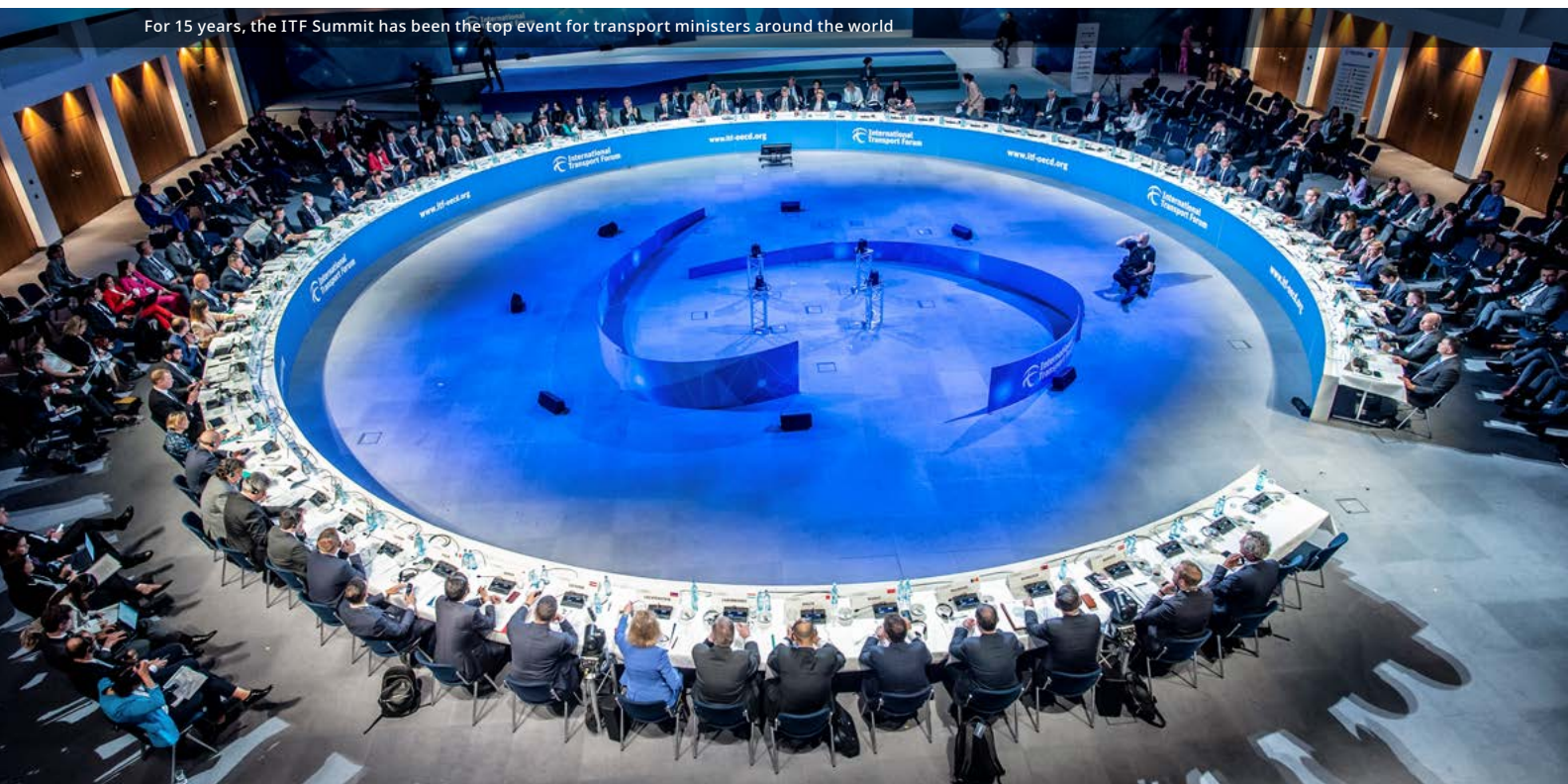
With the accession of Brazil, Cambodia, Colombia and Costa Rica in the 2021–23 triennium, the ITF now brings together 66 members on five continents, up from 54 a decade ago and testament to the relevance of our work. New outreach initiatives have strengthened relations among ITF countries and forged new links with non-members.

Staying engaged with member governments is the key to understanding their needs and priorities. Systematic efforts to enhance opportunities for exchange

with, and among, member countries helped to support them with the best possible policy advice. Stepping up pro-active outreach to old and new members in 2021–23, Secretary-

General Young Tae Kim visited 44 countries, took part in over 230 events and had meetings with 70 ministers or vice-ministers and 73 ambassadors.

For 15 years, the ITF Summit has been the top event for transport ministers around the world





Colombia's then President Iván Duque Marquez meets Young Tae Kim in Paris in February 2022 following the country's accession to the ITF



The ITF Transport Management Board at work during the October 2022 meetings in London





US Secretary of Transportation Pete Buttigieg (centre) chats with Germany's Federal Minister for Digital and Transport during the press conference "Call to Action on the War in Ukraine" at the Leipzig Summit in May 2022



Cambodia's Secretary of State for Public Works Thun Yuthea Leng gives an interview following his country's accession to the ITF at the Summit in May 2022



ITF's Transport Management Board, Transport Research Committee and Corporate Partnership Board after the October 2023 joint meeting in Vilnius

Biannual briefings keep member-country ambassadors informed about our work



Türkiye's OECD Ambassador Kerem Alkin, Azerbaijan's Ambassador to France, Leyla Abdullayeva and ITF Secretary-General Young Tae Kim chat in the margin of an ITF Special Lecture at the OECD in Paris in February 2023

Ministers gathered for a closed-door Roundtable during the ITF 2022 Summit



Türkiye's Minister Adil Karaismailloğlu tweeted about ITF's participation in the 12th Istanbul Transport and Communications Forum to his more than 450 000 followers





"The ITF serves as an innovation and foresight hub that brings valuable insights. A big thank you from the Finnish side for the great work ITF is doing!"



"ITF's policy recommendations are innovative."



"ITF research reports and the annual Summit contribute to knowledge sharing and can help member countries develop a wider and more informed scope of possible policy decisions."



"Portugal sees the ITF as one of the major international fora for the debate and exchange of ideas on how to cope with current transport challenges and implement solid transport policies."



"Costa Rica expects from the ITF to improve the country's policies on public works and transport issues and their impact on economic growth, environmental sustainability and social inclusion."



"For Finland, ITF membership brings added value through the international perspective and the research helps members with policy making. The ITF provides a global picture on various issues and an opportunity for future-oriented discussions on opportunities and challenges transport."



"Being a member of ITF means exchanging ideas with a pool of excellent experts, profiting from first-class research and reporting, as well as getting fresh impulses for future initiatives."



"ITF membership is invaluable for Colombia. It provides us with the opportunity to engage in specialised global dialogue, share experiences with fellow members and contribute to the international debate on transport policies. It also grants us access to knowledge and policy agendas."



"The value of ITF membership is in the connections and possibilities for information exchange that it offers throughout and between sectors."

From rebuilding Europe to connecting the world

In 1953, 16 countries in war-ravaged Europe created the first intergovernmental organisation to co-ordinate national transport policies. Seventy years later, the ECMT's successor has 66 member countries around the world and continues to shape transport policies that improve lives.

On Saturday, 17 October 1953, representatives of 16 European nations gathered in Brussels with a joint mission: to set up "a procedure whereby effective steps can be taken to co-ordinate and rationalise European inland transport of international importance".

With their signatures under the "Protocol concerning the European Conference of Ministers of Transport", they launched a body that today

celebrates seven decades of shaping and harmonising European transport policy.

The ECMT or CEMT, as it became known after its English and French abbreviations, was Europe's answer to a Herculean challenge: rebuilding transport systems devastated by six years of war.

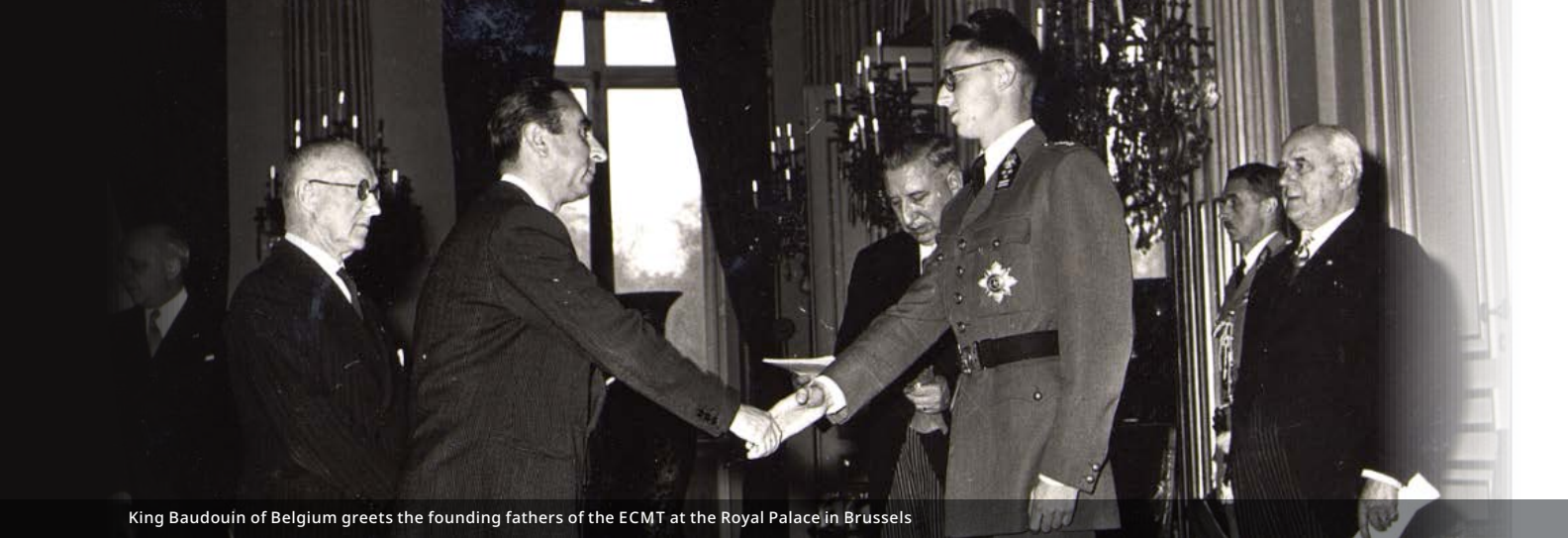
A "transport pool" for Europe

The initiative had come from France. Prime Minister René Mayer had hosted transport ministers in Paris in January 1953 to discuss a "European Transport Pool" that would co-ordinate rates and technical improvements. The Soviet Union, meanwhile, considered the pool an "imperialist threat", according to declassified documents.

The legwork for what became the ECMT was done in a three-month-long conference on "the future of European transport" in the spring of 1953, held under the auspices of the Organisation of European Economic Co-operation (OEEC, which in 1961 would become the OECD) and based on a report by OEEC experts.

With the Protocol signed, the founding fathers – no women were among them – headed for the Royal Palace to toast the new organisation





King Baudouin of Belgium greets the founding fathers of the ECMT at the Royal Palace in Brussels

at a reception hosted by Baudouin, King of the Belgians.

“A very simple operation”

To co-ordinate the work of the ECMT, “a very simple operation” was set up “by appointing only one official”: Secretary-General Michel Mange, a Belgian, who steered the Secretariat until 1966. To this day, the ECMT, and then the ITF, has remained a decidedly slender organisation.

Among the ministers who shaped the ECMT are Sweden’s Olof Palme, later Prime Minister and Nobel peace laureate, and legendary British Labour politician Barbara Castle, who introduced speed limits, breathalysers and compulsory seat belt-wearing.

For such reforms, the ECMT provided a springboard. Members often adopted the conclusions of ECMT’s ministerial meetings as resolutions or conventions,

making them the benchmarks for member states – which helped implementation at home and harmonisation across Europe.

“Foresightful and dedicated work”

The creation of the ECMT’s own Research Centre in 1968 further spurred evidence-based policy-making by putting scientific insights at the fingertips of policy makers. To date, the Research Centre has hosted almost 200 research Roundtables.

The achievements of the ECMT era are numerous. A 2017 study on transport governance in Europe notes that the ECMT “became an important source of statistics on transport use, accidents, investment, traffic forecasts and related issues”.

In 1990, the ECMT’s work was recognised with the Prognos Prize for its “foresightful and dedicated work for the co-ordination of transport policy decisions on a pan-European level”.

The ECMT’s symposia (as here in Rome in 1969) offered leaders a scientific evidence base for policies

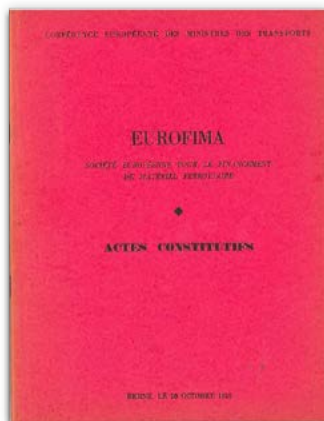


Trans-European networks

Several achievements stand out. Many provisions on road signage first adopted by the ECMT found their way into the 1968 and 1971 conventions and protocols on road signs and signals, for instance. The ECMT was the first to recommend compulsory seatbelt wearing for car occupants.

The *ECMT Charter on Access to Transport Services and Infrastructure*, agreed in 1999, set standards for inclusiveness, stipulating full access for wheelchairs as a minimum requirement. The concept of pan-European corridors was first aired at an ECMT meeting in 1993 – today, the Trans-European Transport Network (or TEN-T) is a fact, with nine core corridors from Portugal to Poland and northern Norway to Sicily.

The ECMT adopts the Convention to set up EUROFIMA, a supranational organisation for the financing of railroad stock



Jan Terlouw (left), Secretary-General 1983–91, and Gerhard Aurbach (right), Secretary-General 1992–2001



Ongoing success stories

An excellent example of how the ECMT shaped transport policy in incremental but lasting ways is the liberalisation of coach services in Europe. As early as 1969, ECMT Resolution No. 20 set out “general rules for international coach and bus transport”.

In 1982, these principles were codified in the “Agreement on the International Carriage of Passengers by Road by Means of Occasional Coach and Bus Services” (ASOR), which notably emphasised non-discrimination on the grounds of nationality; simplified inspection procedures with uniform models for

documents; and exempted coach services from certain taxes.

One of the signatories was the (then) European Community, which, in 1995, after the fall of the Iron Curtain, used ASOR as the blueprint for a coach services agreement with Central and East European countries. The “Interbus Agreement” of 2000 extended ASOR principles to seven new countries and established the 1969 ECMT principles as European Union law.

An ongoing success story is the ECMT’s Multilateral Quota system, a mechanism to facilitate cross-border road transport, created in 1973. The ECMT-issued licenses enable



High Speed Rail: An ECMT delegation inspects France's pioneering TGV, or Train à Grande Vitesse, in 1985

hauliers to carry out cabotage operations with multiple cross-border trips between ECMT member countries.

Fifty years on, the Multilateral Quota system remains an important mechanism for facilitating trade, as well as for improving technical, environmental and social standards in road transport.

Going global

The work of the ECMT was noticed in Europe's capitals, as demonstrated by the steady growth in membership. From its creation to its transformation into the ITF, the number of member countries more than trebled from 16 to 51, including observers and associate members.

In 2006, the ECMT went global. International trade and travel had reached unprecedented levels. Transport connectivity questions were no longer limited to land transport. The regional and surface transport-based response the ECMT

had offered for over half a century no longer sufficed. And it had fulfilled its original task of rebuilding Europe's transport systems. Now, the big issues for transport were multimodal and relevant worldwide.

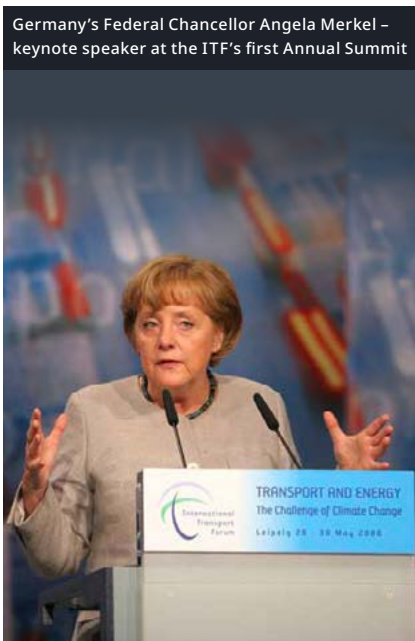
Meeting in Dublin in May 2006, ministers decided to evolve the ECMT into a global organisation with a mandate for all modes, not just land-based transport as the ECMT. They named it the International Transport Forum, ITF.

From strength to strength

In its turn, the ITF is going from strength to strength. Yet the ECMT remains the legal core and an integral part of the new organisation's heritage – a heritage that the 70th anniversary of the ECMT invites us to celebrate.

"Knowing your past is important to find a good way forward. Only if we know how we have become what we are can we make wise choices for the next steps – this is as true for institutions as for humans", reflects ITF Secretary-General Young Tae Kim.

"Organisations that proudly build on their past are stronger, more resilient, and better-equipped to face the future."



Germany's Federal Chancellor Angela Merkel – keynote speaker at the ITF's first Annual Summit

Our multilateral engagement

Both the G7 and the G20 have called on the ITF to support their work – an acknowledgement of transport’s vital role for economies and societies but also the relevance of our expertise. Enhanced engagement with regional organisations and other non-transport bodies complements our close links with UN transport agencies.

The G7 and G20

The G7’s June 2023 transport ministerial declaration reaffirmed its commitment to work with the ITF.

The G20’s High-level Principles for Transport Decarbonisation also reflect the ITF’s significant requested input.

The OECD

Joint projects with ITF’s host organisation, the OECD, ranged from the annual ITF@OECD Day to a major study for the Irish government,

Young Tae Kim addresses G7 transport ministers in Ise Shima, Japan, in 2023



“Redesigning Ireland’s Transport for Net Zero”.

Cross-sector collaboration

The ITF has strengthened its links with adjacent sectors.

In November 2023, the ITF and the World Health Organization (WHO) signed an agreement to collaborate more closely at the nexus of transport and public health.

Both trade and development also rely on transport, making ITF engagement with the UN Conference on Trade and Development a natural fit.

The ITF serves as the UNFCCC focal point for transport and has actively supported all COP meetings.

We have also worked with the International Civil Aviation Organization (ICAO) on Covid-19



“I would like to thank you on behalf of the International Civil Aviation Organization for your participation in the Unmanned Aircraft Systems Industry Symposium... Your keynote address... helped to set the tone for a very successful symposium... I look forward to your continued collaboration with ICAO in future.”

Fang Lui, former Secretary General, ICAO

impacts and provided policy recommendations for boosting sustainable aviation fuels.

Regional co-operation

Our work with regional organisations such as the European Commission, ASEAN and the Africa Union also builds and forges co-operation.

The European Commission has entrusted the ITF with important projects, including blueprints for Estonia's Mobility Masterplan and the introduction of Mobility as a Service in the Brussels Capital Region in Belgium.

The ITF is also currently assisting Greece in developing sustainable urban mobility plans (SUMP) for Greece, through a project funded by the Commission's Directorate-General for Structural Reform Support.

For the Association of Southeast Asian Nations (ASEAN), the ITF provided input for the implementation of the ASEAN Fuel Economy Roadmap and guidance for regulating app-based mobility services.

ITF Secretary-General Young Tae Kim was invited to the ASEAN Transport Ministers Meeting in November 2021.

Relations with the African Union have reached a new level with the AU's hosting of the African Road Safety Observatory which the ITF helped to create.

United Nations bodies

Our collaboration with UN regional commissions has also deepened. The ITF has long worked with the UN Economic Commission for Europe (UNECE) on land-based transport and on statistics, most recently the Transport Data Commons initiative, a

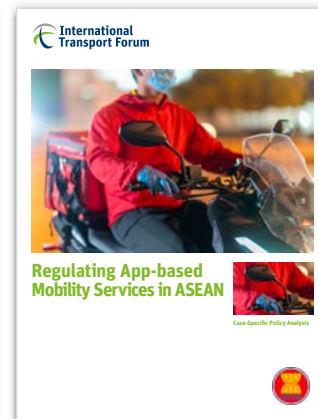
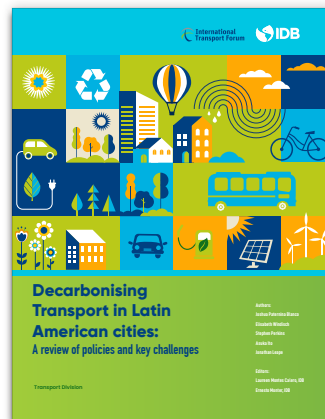
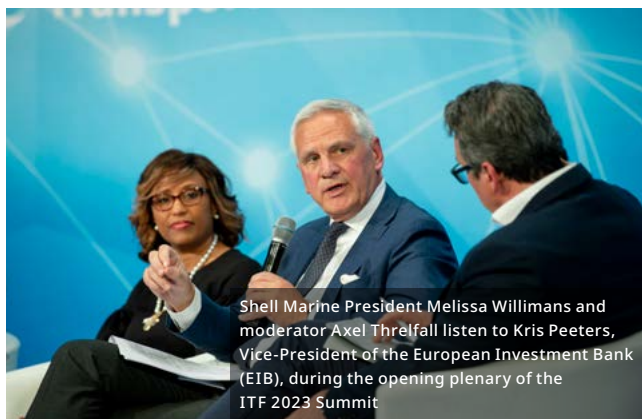
project to make transport data easily accessible.

The UN Economic and Social Commission for Asia and the Pacific (ESCAP) and ITF have reciprocal observer status and work closely on a range of projects, including the regional ITF Transport Outlooks and ESCAP's Regional Action Programme for Sustainable Transport.

Multilateral development banks

When it comes to putting policy analyses and recommendations into practice, the field expertise of international financial institutions is genuinely complementary and highly valued.

Many common goals and projects link the ITF and the World Bank. We are joint partners in the Sustainable Mobility for All (Sum4All) consortium via joint work on road safety. We also bring expertise to each other's events, for instance in the Bank's





The EBRD's Matthew Jordan-Tank, Director of Sustainable Infrastructure Policy (on the right) and Lithuania's Minister of Transport and Communications Marius Skuodis with moderator Sofie Dufour (T&E) during a Summit workshop on financing the transition to zero-emission trucks



Young Tae Kim with Mercosur's Executive Director Jose Luiz Gonzaga Jr. in August 2022



Ana María Pinto, Transport Division Chief of the Inter-American Development Bank, enjoys the traditional bicycle tour around Leipzig at the 2023 Summit

“Transforming Transportation” series and the ITF’s new High-level Regional Dialogues.

With the Inter-American-Development Bank, the ITF collaborated on decarbonising transport in Latin America cities, providing local policy makers with better quantitative evidence on

the effectiveness of CO₂ mitigation measures.

The Asian Development Bank strongly supported our first High-level Regional Dialogue for Transport in Asia, held in Bangkok.

The European Bank for Reconstruction and Development takes part in the Common Interest

Group for Transport in Ukraine. The European Investment Bank and the Islamic Development Bank are partners of ITF’s Decarbonising Transport initiative.

All our development bank partners regularly participate in the ITF Summit and contribute to its success in many ways.

A new focus on world regions

The ITF Regional High-level Dialogues on Transport have become an instant success, with five events in two years on three continents – Asia, Europe and Latin America and the Caribbean. The new format complements the ITF Summit with opportunities for leaders to come together and tackle shared transport challenges – and to then share the outcomes at the ITF Summit as inspiration for a global audience.

The first ITF High-level Regional Dialogue, held in Bangkok in 2021, identified opportunities and concrete actions for more sustainable, resilient and inclusive transport in Asia, with Thailand's Minister of Transport and Cambodia's Senior Minister for Public Works attending. A second event in Asia, co-costed by Mongolia's Ministry of Road and Transport Development in Ulaanbaatar in 2022, discussed closing connectivity gaps in the region.

In Europe, a 2023 High-level Dialogue in Rzeszów-Jasionka, Poland, brought together transport ministers from several ITF member countries was held. Participants focused on connecting Ukraine with Europe and the world, sustainable transport infrastructure and efficient supply chains.

In Latin America, High-level Regional Dialogues took place in Colombia (2022) and Argentina (2023).

In Cartagena on Colombia's Caribbean coast, ministers discussed how to harmonise regulations in the region, enhance infrastructure for better regional connectivity and accelerate transport's decarbonisation in economically and environmentally inclusive ways. The presence of Colombia's then president underlined the event's high-level nature.

The regional dialogue in Buenos Aires, attended by Argentina's then President, brought together transport ministers from Argentina, Brazil, Chile, Colombia, Dominican Republic, Guyana, Jamaica and Uruguay. The regional development banks, CAF and IDB, contributed to the discussion on improving mobility for citizens and regional connectivity for businesses. Ministers agreed to create a Regional Table of Integration to develop joint initiatives and to hold a follow-up meeting at the ITF Summit in Germany.



The 2023 High-level Dialogue for Transport in Asia coincided with Mongolia's Transport Week



Colombia's then-President Iván Duque and Transport Minister Angela Orozco open the 2022 ITF High-level Regional Dialogue in Cartagena



Cambodia's Senior Minister of Public Works and Transport, Sun Chantol, intervenes during the first ITF High-level Dialogue for Asia in Bangkok, 2022

Ministers and senior leaders at the ITF High-level Dialogue on Transport in Buenos Aires, Argentina



“With the support of the ITF, we were able to carry out an event that allowed us to better understand our situation, and to bring to the ITF a regional view of the strengths and challenges of transportation we face in Latin America and the Caribbean.”

“Encourage Africa’s participation”



Reflecting on his country’s 2021–22 Presidency, Moroccan Minister of Transport and Logistics Mohamed Abdeljalil explores opportunities for the ITF on his continent.

During its Presidency of the International Transport Forum for the 2021–22 term, Morocco pledged to contribute to the ITF’s influence on the African continent.

This commitment was perfectly illustrated at the session dedicated to Africa in the context of the ITF’s fourth-quarter meetings in Rabat from 25 to 29 October 2021.

Organised in partnership with the ITF Secretariat, this session was the first in the history of the ITF to raise awareness among African countries of the benefits of joining the International Transport Forum.

The session brought together senior officials from transport ministries in ten African countries. The active participation of African officials

underscored the crucial importance of international co-operation for tackling common challenges related to transport infrastructure and policies in Africa.

It was also an excellent opportunity to exchange ideas, share experiences and strengthen co-operation between African countries in the field of transport.



Minister Abdeljalil at Morocco’s Presidency stand with Adil Karaismailoğlu (Türkiye), Volker Wissing (Germany) and Pete Buttigieg (United States)



Moroccan musicians at the 2022 Summit’s traditional Presidency Reception



Minister Mohamed Abdeljalil of ITF Presidency Morocco visits the Summit exhibition space during the 2022 Summit

To further support this successful initiative and focus the ITF's attention on Africa, Morocco invited African transport ministers to the 2022 Summit in Leipzig.

This invitation testifies to Morocco's desire to encourage Africa's active

participation in the discussions and decisions shaping the future of global transport, and to draw the attention of ITF member countries to the continent's needs. It was also an opportunity for the continent to share its vision and explore opportunities for collaboration.

Morocco remains firmly committed to promoting African participation in the ITF and hopes that its initiatives will make a significant contribution to the sustainable development of the transport sector in Africa and worldwide.

Supporting law-makers

The elected representatives in the world's legislatures set policies for billions of citizens. We support lawmakers' decisions with evidence-based and impartial insights and recommendations for the benefit of all.

Our work with parliamentarians forges connections with national and regional policy makers and informs our expertise. To take one example, a 2023 ITF delegation briefed the Economic Committee of Lithuania's parliament, the Seimas, on the organisation's work. Lithuania holds the ITF Presidency in 2023–24.

The European Parliament's Committee on Women's Rights and Gender Equality cited the ITF's 2018 report "Women's Safety and Security" in a motion for a resolution on "ensuring European transportation works for women" and its 2021 report "Transport Innovation for Sustainable Development: A Gender Perspective" in an Opinion on a

European Sustainable and Smart Mobility Strategy.

In the United Kingdom, the House of Commons Transport Committee quoted extensively from a 2023 ITF Working Group report, *Preparing Infrastructure for Automated Vehicles*, as evidence for one of its recommendations, which was accepted by the UK government.

Agnė Vaiciukevičiūtė, Lithuania's Deputy Minister of Transport and Communications, hosts an ITF visit to the Seimas

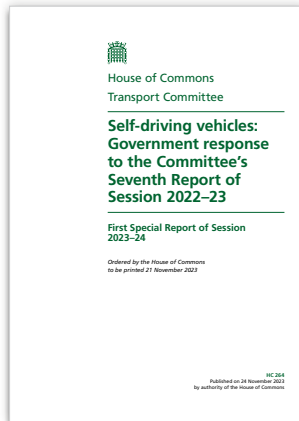


ITF analyst Elisabeth Windisch provides evidence on transport decarbonisation before Ireland's Joint Committee on Environment and Climate Action



On the request of Ireland's parliament, the Dáil Éireann, the ITF supplied expert evidence on transport decarbonisation in a hearing of the Joint Committee on Environment and Climate Action.

The ITF's testimony was echoed in Ireland's media and extensively cited in the committee's report, which took up the recommendation to replace the "predict and provide" approach to transport planning.



"The quality of the questions and solutions we received today... was fantastic. The depth of expertise was wonderful, and it will help us immensely in the production of our report."

Chair of the Committee on Climate Action, Irish Parliament

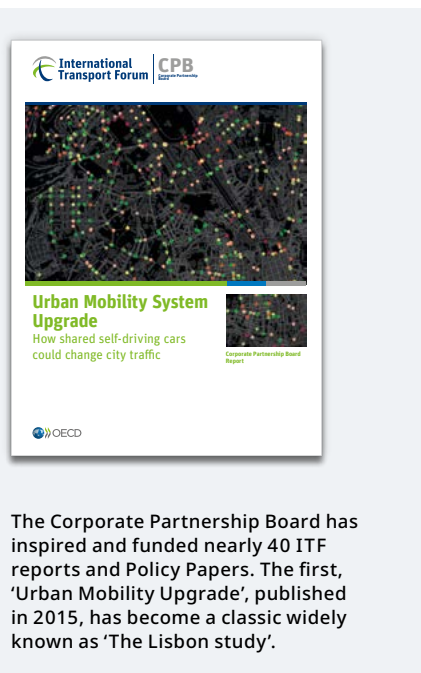
The policy-business nexus in action

Created in 2013 as our platform for engaging with the private sector, the ITF Corporate Partnership Board has since enriched the global conversation about the right policies for a better transport future with a business perspective. It has also initiated and funded signature projects with lasting impacts.

The ITF Corporate Partnership Board (CPB) brings together companies from across transport and related sectors who want to work with policy makers to find solutions to transport challenges. Businesses are at the

cutting edge of the rapidly changing world of transport and mobility. The CPB helps policy makers better understand market-driven developments and offers an effective mechanism for collaboration on issues of common interest.

As funders of the ITF Decarbonising Transport initiative, our corporate partners have been instrumental in the ITF's work to move transport onto a low-carbon pathway that will meet the climate goals of the Paris Agreement.



The Corporate Partnership Board has inspired and funded nearly 40 ITF reports and Policy Papers. The first, 'Urban Mobility Upgrade', published in 2015, has become a classic widely known as 'The Lisbon study'.

Approved by the ITF Transport Management Board in 2013, the CPB celebrated a decade of highly impactful work in 2023.

The CPB has initiated projects and discussions on new technologies and business models that are changing transport, such as shared mobility, artificial intelligence, automation, data governance and new mobility.

The CPB has also highlighted innovative mobility solutions from the Global South and been an active voice for diversity and inclusion in transport, championing gender equality and youth participation.

In recent years, CPB membership has broadened to include more and more companies from transport-related sectors.

A total of 16 companies joined the ITF Corporate Partnership Board in 2021-23.

Today, one-third of the CPB's members are businesses with a focus on energy, software, semiconductors, retail, engineering and other activities. This increased diversity has added valuable perspectives and reflects the transversal role of transport in our societies.



Launch of the Decarbonising Transport initiative following the Paris Climate Agreement, made possible by funding from ITF's corporate partners, at the 2016 Summit



ITF Secretary-General Young Tae Kim cuts the cake to celebrate the tenth anniversary of the ITF Corporate Partnership Board in September 2023



Alastair Evanson, Philippe Crist and Young Tae Kim celebrate the launch of Shared Use City CPB Report

The ITF met with Volvo Group CEO Martin Lundstedt and his team during COP26 in Glasgow in November 2021

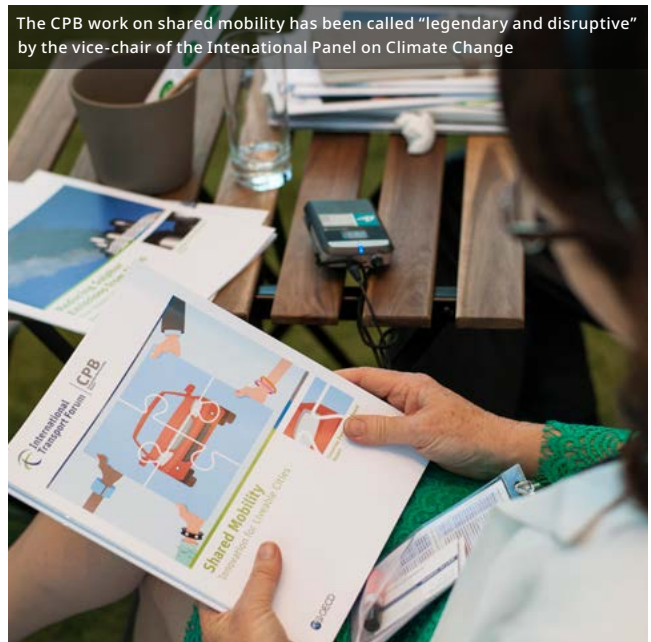




Seokwoo Lee, CEO of CPB member Autocrypt welcomes transport ministers to the company stand during their tour of the ITF Summit 2023 exhibition



Christophe Périllat, CEO of ITF corporate partner Valeo, speaking at the OECD during CPB Week in 2022



The CPB work on shared mobility has been called "legendary and disruptive" by the vice-chair of the International Panel on Climate Change



Many corporate partners show their technologies at the ITF Summit: Siemens Mobility CEO Michael Peter cycles past a Siemens electric truck at the 2023 edition



Florent Menegaux, CEO of Michelin Group, speaks at a CPB event during the UN Road Safety Ministerial Conference in Stockholm in February 2020



The ITF Corporate Partnership Board is highly visible at the Annual Summits

DP World, the UAE logistics giant, signed a CPB membership agreement during COP 28 in Dubai in December 2023



Joint sessions involving Corporate Partners and ITF's Transport Management Board and Transport Research Committee offer a forum for exchange



The 2015 Summit saw the first-ever public debate between CPB member Uber (represented by David Plouffe, speaking) and the global taxi industry body, the International Road Transport Union (represented by Umberto de Pretto, far left)



ITF Secretary-General Young Tae Kim at the stand of CPB member Alstom during the UIPT Global Public Transport Summit 2023 in Barcelona



ITF Secretary-General Young Tae Kim completes a test drive in Hyundai's autonomous shuttle van



At a 2023 Summit session on "Transport for sustainable economies: A youth perspective", Sofia Salek de Braun (PTV Group) listens to Jacqueline Poncet (Movin' On Board of Young Leaders)

Participants in a 2019 workshop on "Hiring and Retaining a Gender Diverse Workforce", part of the CPB's work on enhancing women's participation in transport



Ireland's Taoiseach (Prime Minister) Leo Varadkar (centre) welcomes CPB members at his residence in Dublin during the Irish ITF Presidency in November 2019

“Partnership is the new paradigm for leadership”

Martin Lundstedt, CEO of Volvo Group, talks about the value of public-private collaboration, his company's ambitious objectives and the value of being an ITF Corporate Partner

You have been CEO of Volvo Group since 2015. How has the way the private sector and those in the policy arena interact changed during this period?

In recent years, it has become increasingly evident that policy makers and business leaders must work together. Today's challenges are huge, but so are the opportunities they present. Take, for instance, the critical issue of climate change. We all acknowledge the pressing need to combat greenhouse gas emissions, yet neither policy makers nor businesses possess the complete solution.

Can you give an example?

Our aspiration at Volvo Group is to exclusively offer net-zero emission vehicles, buses and construction machines by 2040. This goal can only be realised with the simultaneous development of essential recharging and refuelling infrastructure, the availability of affordable fossil-free energy, and our customers' ability to invest in these transformative technologies.

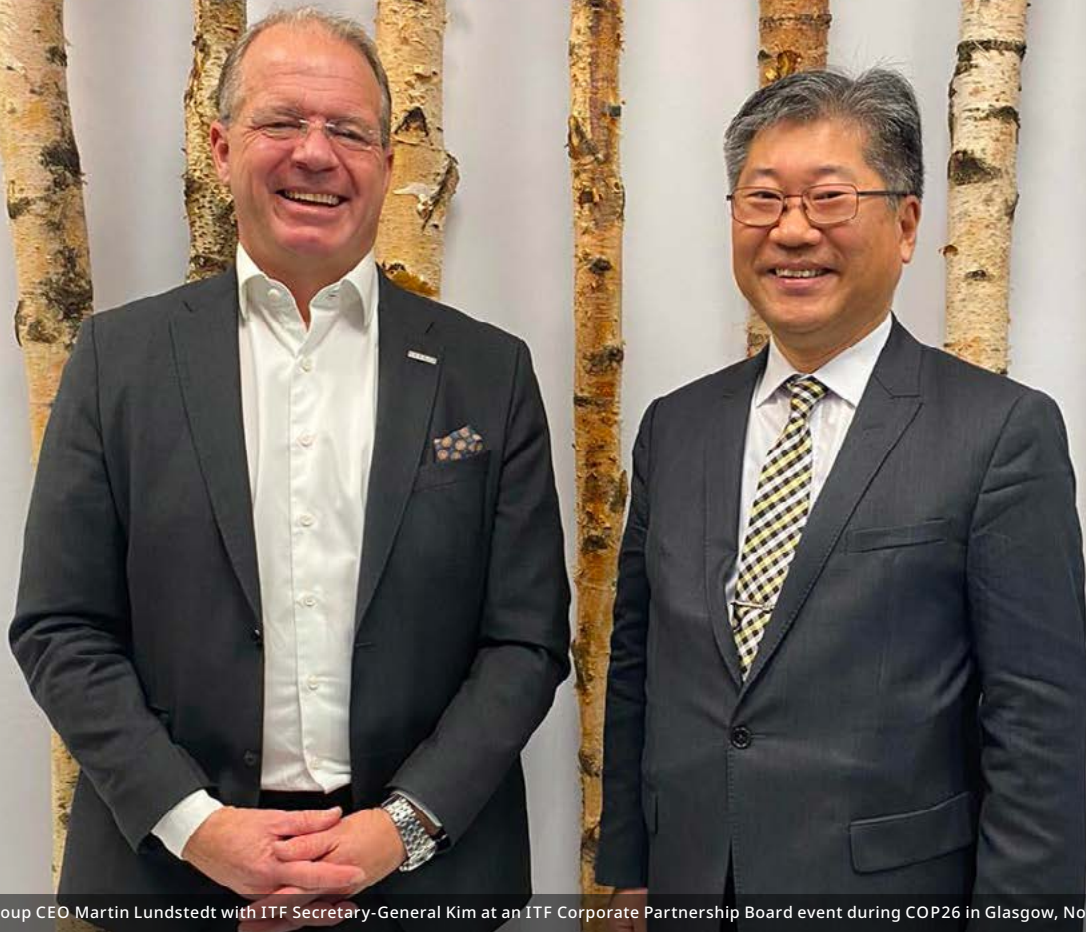
In this endeavour, the duty to act also extends to policy makers and other stakeholders. We must unite, identify, and collectively engage the crucial levers for decarbonising the transportation sector to attain our

shared objectives. I firmly believe that partnership is the new paradigm for leadership in addressing these complex challenges.

As a founding member of the ITF Corporate Partnership Board, Volvo has been involved in many ITF projects over the past decade. How have they been valuable to you?

The Corporate Partnership Board links the business perspective with policy deliberations. This exchange is valuable, especially as it is backed by scientific research and study. The ITF's work is instrumental in fostering a shared comprehension of emerging trends and transport-related challenges.

V O L V O



Volvo Group CEO Martin Lundstedt with ITF Secretary-General Kim at an ITF Corporate Partnership Board event during COP26 in Glasgow, November 2021

What are the main challenges you see for the transport sector over the next ten years, and how can the ITF help to overcome them?

The road freight transport sector strives to adopt more sustainable business models. Central to this transformation is the widespread deployment of zero-emission technologies. This presents our sector with a paramount task – one

that the ITF can play a pivotal role in addressing.

What else comes to your mind?

The rapid evolution of digital technology. It brings opportunities and challenges related to data security, privacy and connectivity. The ITF can contribute by evaluating whether the current policy framework remains relevant and effective in this area.

Also, the ongoing and persistent shortage of qualified truck drivers. Recruiting and retaining skilled drivers is a continual challenge for the road freight sector. Governments, industry stakeholders and international organisations such as the ITF must work in concert to address these critical issues.

“It is imperative that the sector becomes more agile”

Christian U. Haas, CEO of PTV Group, explains why his company works with the ITF, what challenges he sees ahead for transport, and why we should listen more to young people.

Ten years ago, PTV was one of the founding members of the ITF Corporate Partnership Board. What drove the decision to join?

We recognised the imperative to bridge the gap between the public and private sectors. Both approach transport from distinct perspectives. The public sector often struggles to adapt swiftly to rapid changes. The private sector is in direct contact with end-users and possesses the agility to respond promptly. Public sector policies and private-sector solutions may sometimes clash. The ITF Corporate Partnership Board is the ideal platform to facilitate a common understanding between these sectors.



the mind of movement

Would you say that decision has been validated by the experience?

Absolutely. The Corporate Partnership Board provides an exceptional platform for collaboration. It enables us to address transport challenges and collectively move the global transport sector forward. The CPB plays a pivotal role in propelling innovation for sustainable transport – which benefits everyone.

Which CPB projects that PTV was involved in stand out, and why?

There have been several. A prime example is our collaboration on the report “App-Based Ride and Taxi Services: Principles for Regulation”. This endeavour was a milestone. It brought together diverse stakeholders from the private sector, public sector, government regulators, and academia. The outcome was a comprehensive document that provides regulatory guidance for app-based services across multiple

countries. It really illustrates the tangible impact of the ITF’s collaborative approach.

And the others?

One of the most impactful projects was undoubtedly the “Urban Mobility System Upgrade” project. It revealed what Mobility as a Service, or MaaS, could mean for society. The findings were nothing short of remarkable. Our models revealed that replacing conventional vehicles in a city with shared autonomous vehicles could mean 90% fewer cars to cover all trips. This translates into significantly less pollution and a decrease in the need for on-street parking, liberating valuable space for other uses. The insights from this exercise were a valuable basis for exploring new mobility concepts and business models on a global scale. This project also validated the effectiveness of our tools at PTV. Inspired by the success of the study, we developed a proprietary algorithm and applied it



PTV CEO Christian U. Haas and Young Tae Kim celebrate PTV's renewal of membership in the ITF Corporate Partnership Board at CPB Week 2022

to cities including Helsinki, Oslo and Stockholm, which demonstrated the versatility and real-world applicability of our solutions.

What would you like to tackle and achieve next in collaboration with the ITF?

Numerous critical issues within our industry and societies demand our attention. Foremost among them is climate change. It is imperative that the transport sector becomes

more agile, innovative and efficient in combating global warming. The ITF's Decarbonising Transport initiative, in which PTV has been a committed participant since its inception, spearheads greener and smarter mobility solutions. A second challenge is road safety. Sustainability and road safety are closely interconnected; both centre on the preservation of resources. A transport system cannot be considered sustainable

unless it ensures safety for humans. And, as a father of two daughters, involving young people in transport discussions is close to my heart. Their aspirations, desires and travel behaviours are too seldom integrated into transport policy. I am gratified that we have been able to bring this important topic to the forefront of the Corporate Partnership Board in the form of an analytical project.

Creating new tools for better policies

The International Transport Forum launched a host of innovative products and projects in 2021–23. All are designed to empower decision makers in the transport sector to take actions that improve people's lives.



Hands-on tools for transport planners

How can experts on the ground assess whether some decarbonisation measures work better than others in local context? The ITF has provided authorities in Argentina, Azerbaijan, India and Mongolia among others with tailor-made modelling tools to test various policy measures.

www.itf-oecd.org/dtee-argentina-dashboard

Transport Data Dashboard

The Transport Data Dashboard, launched in 2023, is a powerful tool for comparing transport systems across six dimensions. Users can select specific transport dimensions, assign weights and pick countries they wish to compare. More than 90 indicators can be displayed in interactive maps and graphs.

www.itf-oecd.org/transport-data-dashboard

Gender Analysis Toolkit for Transport

Launched at the 2022 Summit, our Gender Analysis Toolkit is a hands-on, easy-to-use method for those who design, manage, implement or evaluate transport projects, offering three practical tools for carrying out their own gender analyses.

www.itf-oecd.org/itf-gender-analysis-toolkit-transport



“How Accessible is Your City?”

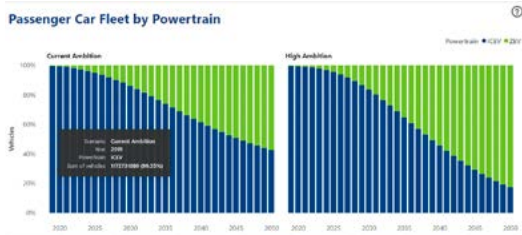
In this data visualisation tool, users can choose from 121 European cities to compare how easily citizens can reach schools, hospitals, shops, green spaces and other people within 15, 30 or 45 minutes.

www.itf-oecd.org/urban-access-framework

“Ask the Author” webinars

These 30-minute online Q&As with ITF experts have become an audience favourite, with 100 registrations on average and over 4 000 views in 2023 alone.

<https://youtube.com/playlist?list=PLmidloSvnJgLEuey6AaGTXEvl29iXzzk6&si=sK0arZRPoUIZ-DMs>



Transport Outlook Explorer

The ITF Transport Outlook Explorer puts the data underlying the analysis in our flagship publication, the *ITF Transport Outlook*, at everyone's fingertips. With various filters, users can drill down and, for instance, compare how transport demand and emissions evolve under different scenarios in their region.

www.itf-oecd.org/itf-transport-outlook-explorer

Transport NDC Tracker

The ITF Transport NDC Tracker monitors countries' decarbonisation commitments. Is transport mentioned in Nationally Determined Contributions (NDCs)? Are transport decarbonisation measures listed? Which countries have set reduction targets for transport CO₂? The NDC Tracker is available in ten languages and updated monthly.

www.itf-oecd.org/ndc-tracker/en

The ITF Mobility Innovation Hub

Disruptive developments, from climate change to artificial intelligence, are transforming transport and creating significant challenges for governments.

The ITF Mobility Innovation Hub was set up with seed funding from Korea to help governments develop innovative policies for better transport in the face of uncertainty and rapid change.

It scans for transport-relevant developments at the horizon of public authority foresight, assesses their potential impacts and highlights best practices for deploying effective policies.

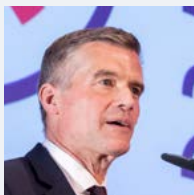
The Hub's "Horizon Scan" pinpoints trends likely to impact transport policy and governance in the near- to mid-term and assesses the scale and scope of potential disruptions.

The "Measuring New Mobility" publication series explores ways to obtain meaningful data for policy decisions on new forms of mobility. A first report proposes a comprehensive classification of new mobility services and vehicles and identifies performance indicators to benchmark policies.

On request, the Hub also provides tailor-made, forward-looking and actionable assessments of how public authorities can leverage innovative policies and apply innovative governance approaches.

www.itf-oecd.org/mobility-innovation-hub

“Enabling sustainable economies”



Mark Harper, the United Kingdom's Secretary of State for Transport, looks back at his country's year at the helm of the organisation in 2022–23.

With its membership of over 60 countries, the International Transport Forum is uniquely placed to bring together all those with an interest in improving transport systems for the user and making transport greener.

The United Kingdom was therefore delighted to take on the 12-month-long ITF Presidency role from May 2022, with a focus on the theme of “Transport Enabling Sustainable Economies”. In our Presidency, the

United Kingdom sought to explore this theme through five lenses: green; safe and secure; inclusive; innovative; and connected transport.

Five priorities

One of the UK government's five priorities is to grow the economy and it is absolutely clear that good transport systems are pivotal to delivering sustainable economic growth. The Presidency provided us with many opportunities to showcase some of the excellent and world-leading work the United Kingdom is undertaking on transport domestically and across the globe.

We welcomed ITF delegates to one of our Future Transport Zones in Portsmouth for a Transport Day where delegates could try out e-bikes and e-scooters which are currently being trialled, as well as riding on the world's only year-round passenger hovercraft service.

Flags at Queen Elizabeth II Centre announce the UK's ITF Presidency during TMB week in October 2022





Mark Harper, UK Secretary of State for Transport, presides over the Ministerial meeting during the ITF Summit in Leipzig, Germany, in May 2022

Enabling economic growth

Transport is an important enabler of economic growth and our UK Presidency exhibition stand at the ITF Summit in 2023 featured a number of small and medium-sized enterprises from the transport sector demonstrating their innovative products and services. These ranged from the development of real-time sign language translator software to improve multimedia accessibility for deaf transport users, to the development of digital infrastructure to support new forms of sustainable urban air transport.

We worked closely with our Corporate Partnership Board

members from the United Kingdom in the planning of our Presidency to maximise the opportunities for policy makers to hear the views and experiences of transport businesses, which are a crucial part of the transport ecosystem. We invited industry, policy and research actors to a discussion focused on the efforts the ITF and its member countries are making to decarbonise road transport, one of the most hard-to-abate sectors.

Welcoming new members

During the 2023 Summit, Ministers approved the accession of two new members to the ITF family, representing a welcome extension

of the ITF footprint in the Americas – Brazil, which had been an observer country for two years, and Costa Rica. We also approved Azerbaijan's request to hold the Presidency, and it will succeed Chile in this role in 2026.

The Presidency was not without its challenges. The illegal invasion of Ukraine by the Russian Federation in February 2022, just ahead of our Presidency, meant that we were unable to agree a Ministerial Declaration at the Summit but instead launched a Joint Presidencies Statement with incoming Presidencies Lithuania and Chile, underlining ongoing support for Ukraine.

Strengthening civil society links

Strong mutual links with a broad range of associations and non-governmental organisations with a stake in transport policy are a foundation of our work. We value their sectoral expertise and the many projects that make these relationships impactful.

Brainstorming on the transition to zero-emission trucks at a 2022 Summit side event hosted by the International Council for Clean Transportation, the Zero Emission Vehicles Alliance, Calstart/Drive To Zero, the Transport Decarbonisation Alliance and the World Business Council for Sustainable Development



John Denton, Secretary General of the International Chamber of Commerce speaks at the OECD in September 2022 during the ITF Special Lecture Series



The team of the World Road Association (PIARC) at the organisation's exhibition stand at the ITF 2022 Summit



Nneka Henry (UN Road Safety Fund, centre) launches a report at the ITF 2022 Summit with (from left) Lotte Brondum (Global Alliance of Road Safety NGOs), Angela Orozco (then Colombia's transport minister), Nicolas Beaumont (Michelin) and Saul Billingsley (FIA Foundation)



ITF Secretary General Young Tae Kim speaks at the Global Public Transport Summit 2023 in Barcelona, the top event of UITP, the International Association of Public Transport



At an ITF Summit press conference, Margot Daris of the Dutch Cycling Embassy and Jill Warren, CEO of the European Cyclists' Federation (right) call for safer streets to make cycling more attractive



In the Open Ministerial of the 2023 Summit, Luca De Meo, President of the European Automobile Manufacturers' Association, (ACEA) and CEO of Renault, reflects on the transformational change needed in the transport sector to align prosperity with sustainable mobility



Luis Felipe de Oliveira, Director General of Airports Council International meets Young Tae Kim at the ACI World headquarters in September 2022



At the 2021 Global Meeting of the Women's Forum for the Economy and Society in Paris, Young Tae Kim presented ITF's work on gender and transport



During the ITF's 2022 Summit, the team of the International Union of Railways presents a vision document for the rail sector to 2030



Transport stakeholders answer media questions on EU public transport regulation (left to right): Secretaries-General Vancluysen (POLIS), Mezghani (UITP) and Santacreu (EMTA) at the 2022 Summit



Conrad Clifford (right) Deputy Director General of the International Air Transport Association with Uzbekistan's Deputy Minister of Transport, Jasurbek Choriyev (left) at an ITF Ministers' Roundtable



Marc Workman, CEO of the World Blind Union (second from right) participates in an ITF Summit panel entitled "Everyone included: tackling the digital gap"

Harnessing the power of data

Data and statistics are the foundation for sound policy development and a bedrock of the ITF's work. In 2021–23, we expanded our Statistics Unit, increased the number of countries taking part in statistics collection, developed new initiatives and strengthened existing ones. Data from 70% of ITF member countries feature in more than 15 data collections.

Transport Data Commons

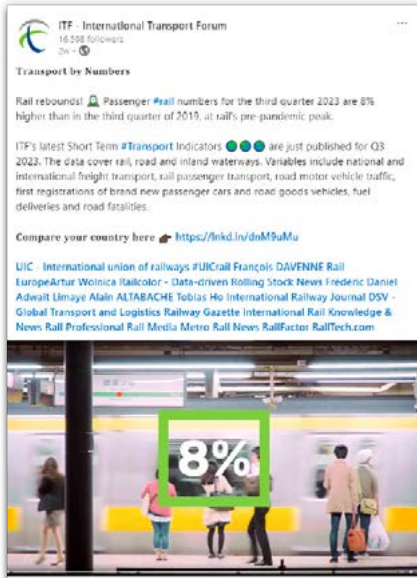
In 2022, the ITF co-founded the Transport Data Commons (TDC) initiative, together with over 25 international organisations, development banks, government

institutions and universities. Launched at the 2022 Summit, the TDC aims to create an open-source database on transport and climate. Another strategic initiative is the Emerging Mobility Patterns Task Force. It

addresses the data gaps policy makers face when regulating new mobility. The Task Force aims to identify data sources, agree indicators and develop a common methodology to capture emerging mobility patterns.



The ITF's Annual Statistics Meeting brings together transport sector data experts, statisticians and policy analysts from around the world



Weekly “Transport by Numbers” posts raise the visibility of transport and ITF data



Binyam Reja of the World Bank and Anne Josefin of the UK Foreign Office report on the progress of the Transport Data Commons initiative at a press conference during the ITF 2023 Summit

Statistics meeting

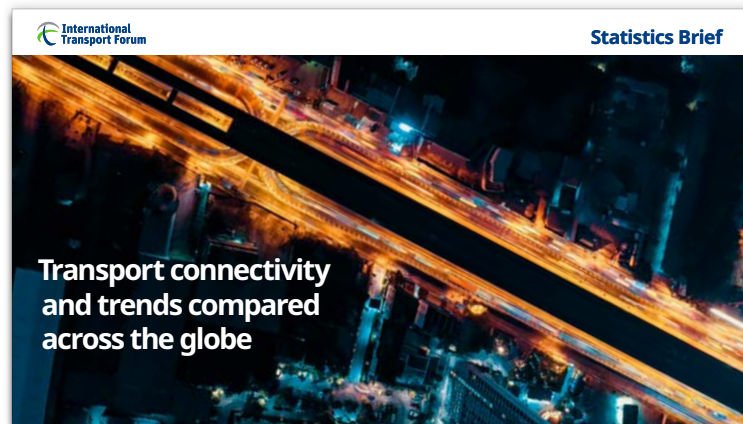
The ITF also inaugurated a new High-level Meeting of Statistics Officials to discuss strategic issues, complementing our widely attended Annual Statistics Meeting, a more technical forum. Both help to find common solutions to data-related questions and contribute to a more consistent international framework for transport statistics.

Accessible data

Making transport data more accessible was a priority for the ITF statistics team in 2021–23. We revamped our popular Statistics Brief series, and developed a range of interactive data visualisation tools

that make it easier for stakeholders to gain actionable insights from data. These include the “How accessible is your city?” tool which allows users to compare 121 European cities, the

ITF Transport Data Dashboard for customised country comparisons, and a range of data dashboards for individual projects that visualise outputs such as scenario results.



Connecting global transport research

Sound policies require solid evidence and thorough analysis. We bring together world-class experts from academia, government and the private sector. This network, which includes all the leading transport research bodies, makes use of our transport data and statistics to drill down into pressing policy issues.

The ITF Research Centre

The ITF Research Centre engages with academics worldwide through its unique biennial Programme of Work, overseen by the Transport Research Committee.

Our regular thematic Roundtables bring together scores of experts, including independent scholars, to discuss the implications of new transport developments.

Our Working Groups combine subject-matter expertise with member-country perspectives to produce high-quality and relevant long-form reports featuring actionable recommendations for policy makers worldwide.

The ITF's permanent working group on road safety, the IRTAD Group, brings together academic experts who collaborate on data collection, analysis and research.

Each edition of the *ITF Transport Outlook* is subject to extensive scrutiny by academic peer reviewers and subject-matter experts.

Forging international links

The ITF Summit also offers emerging and established researchers opportunities to engage with policy makers, corporate partners and civil society organisations.



A joint conference with the Korea Transport Safety Authority was held as part of ITF's "Korea Week" in December 2022



The 2022 Pre-Summit Research Day was the product of co-operation with the European Commission, the European Conference of Transport Research Institutes, the US Transportation Research Board and the World Conference on Transport Research Society.

Focus on Japan

Several events in 2021–23 also strengthened links with research institutes in Japan, including the

Japan Transport and Tourism Research Institute and the Policy Research Institute for Land, Infrastructure, Transport and Tourism (PRILIT).

In 2022, for example, more than 200 experts joined a seminar on decarbonisation held with the Eastern Asia Society for Transportation Studies (EASTS) as part of the ITF's strategic outreach to Asia.

Henk Stipdonk, Director of the Netherlands' National Institute for Transport Policy Analysis and chair of the ITF Working Group "Safe System Implementation", at the "Spotlight on Research" session on safe and equitable transport during the 2023 Summit



"The ITF reports on smaller electric vehicles and second-hand car exports are brilliant... Your access to international examples and data has really opened this up. Great thought leadership."

Professor of Transport Governance,
United Kingdom



"I'm half addicted to all the reports of the @ITF_Forum to the point that I set an alarm to see this one they released today about changes in travel and how inappropriate the classic methods of predicting those trips have become."

Tweet by transport expert about the ITF Working Group report *Travel Transitions*

Inspiring policy, boosting careers

Every year, the International Transport Forum honours a young academic under 35 years of age as the “Young Researcher of the Year” for scientific work that is directly relevant to transport policy. The award has brought insightful analyses to the attention of policy makers – and often helped accelerate the careers of the winners.

2022

Malvika Dixit

As a PhD candidate at the Smart Public Transport Lab of Delft Technical University in the Netherlands, Malvika plunged herself

into travel behaviour analysis, using large-scale passive data sources such as smart cards. Her interest in equity issues in public transport planning informed her winning paper, a unique investigation into

how income levels can determine the distance travelled and fares paid on public transport. Today, Malvika is a Senior Analyst at Amazon, working on the company’s long-term planning.



“Winning the Young Researcher of the Year award has motivated me to continue working in areas that make a real-world impact. It has instilled in me the self-confidence needed to embark on a purposeful career journey.”

Malvika Dixit



2023
Sotiria Lagouvardou

Sotiria won for a paper exposing the risk of higher emissions if shipping operators switch to hubs outside emission trading schemes. Hailing from Greece, Sotiria graduated as a marine engineer and naval architect at the National Technical University of Athens in 2018 and then worked for the Eastmed carrier group before starting a PhD at the Technical University of Denmark. Today, she works at the World Bank as a Transport Specialist and assesses the feasibility of sustainable shipping technologies, their economic prospects and the policy environment they need.

“The Young Researcher marked a significant milestone in my career as a researcher. It brought validation and recognition [and created] networking opportunities that resulted in securing additional funding for the continuation of my research.”

Sotiria Lagouvardou



2021
Daniel Jan Reck

Daniel Reck conducted a pioneering study on why people use shared e-scooters, bikes and e-bikes. Using a new methodology and the largest and densest dataset on shared micromobility, he developed the first comprehensive mode-choice models for light shared mobility. Today, Daniel, who holds a BSc from Karlsruhe Technical University, an MPhil from Cambridge and a PhD from ETH Zurich, is Head of Multimodal Mobility Development for Geneva’s public transport provider, TPG.

“Receiving the ITF Young Researcher Award was an important stepping stone in my career. It meant recognition of a wider usefulness of my work, something every researcher is striving for. ITF’s global network further gave enormous visibility, which is key to academic success and real-world impact.”

Daniel Jan Reck

Engaging, listening, acting

More than 100 organisations attended the ITF's Annual Consultations with International Organisations in 2021–23. Since 2007, our Consultations have offered an opportunity for open dialogue among stakeholders around the themes of the upcoming ITF Summits – now enriched by discussions about gender and transport and the ITF's work programme.



Who attended our Consultations?

Airports Council International (ACI World)
Air Transport Action Group (ATAG)
Amend
Asian Development Bank (ADB)
Association for European Transport (AET)
Black Sea Economic Cooperation
C40 Cities
Calstart/Drive to Zero
Community of European Railways (CER)
Concito
Confédération Française pour la
Promotion Sociale des Aveugles
et des Amblyopes (CFPSAA)
Confederation of the European
Bicycle Industry (CONEBI)
Confence of European Directors
of Roads (CEDR)
Danube Commission Secretariat
Deutscher Blinden-und
Sehbehindertenverband (DBSV)
Development Bank of Latin America
and the Caribbean (CAF)
Eastern Alliance for Safe and
Sustainable Transport (EASST)
East-West Transport Corridor
Association (EWTCA)
Ertico ITS Europe
European Agency for Safety and
Health at Work (EU-OSHA)
European Association for Forwarding,
Transport, Logistics and
Customs Services (CLECAT)
European Automobile Manufacturers'
Association (ACEA)
European Bank for Reconstruction
and Development (EBRD)
European Barge Union EBU/IWT
European Blind Union (EBU)
European Civil Aviation Conference (ECAC)
European Commission
European Community Shipowners'
Associations (ECSA)
European Conference of Transport
Research Institutes (ECTRI)
European Cyclists' Federation (ECF)
European Disability Forum (EDF)
European Environment Agency (EEA)
European Investment Bank (EIB)
European Metropolitan Transport
Authorities (EMTA)
European Rail Infrastructure Manager (EIM)

European Shippers' Council (ESC)
European Transport Safety Council (ETSC)
European Union Agency for Railways
Europe's Rail Joint Undertaking
Fédération Internationale de
l'Automobile (FIA)
Federation of European Private Port
Companies and Terminals (FEPOR)
FIA Foundation
German Development Agency (GIZ)
Global Alliance of NGOs for Road Safety
Global Road Safety Partnership (GRSP)
ICLEI – Local Governments for Sustainability
Institute for Transportation and
Development Policy
Inter-American Development Bank (IDB)
Internal Road Assessment
Programme (iRAP)
International Air Transport
Association (IATA)
International Association of
Public Transport UITP)
International Chamber of Shipping (ICS)
International Civil Aviation
Organization (ICAO)
International Council on Environmental
Economics and Development
International Federation of Pedestrians (IFP)
International Labor Organization (ILO)
International Maritime Organization (IMO)
International Motorcycle Manufacturers
Association (IMMA)
International Organization of Motor
Vehicle Manufacturers (OICA)
International Renewable Energy
Agency (IRENA)
International Road Federation (IRF)
International Road Transport Union (IRU)
International Social Security
Association (ISSA)
International Social Security Association,
on the Prevention in Transportation
International Transport Workers
Federation (ITF)
International Union for Road-Rail
Combined Transport (UIRR)
International Union of Railways (UIC)
Light Electric Vehicles Association (LEVA-EU)
MaaS Alliance
New Mobility Foundation International

Organisation for Security and Co-
operation in Europe (OSCE)
Organisation intergouvernementale
pour les transports internationaux
ferroviaires (OTIF)
Partnership on Sustainable Low-
Carbon Transport (SLoCaT)
POLIS
REN21
Shift2Rail Joint Undertaking (EU)
Smart Freight Centre
Sustain2030
Technological University Dublin
The World Bank
Towards Zero Foundation
Transport Corridor Europe-
Caucasus-Asia (TRACECA)
UN Global Compact
Union des Industries Ferroviaires
Européennes (UNIFE)
Union for the Mediterranean
United Nations Conference on
Trade and Development
United Nations Conference on Trade
and Development (UNCTAD)
United Nations Department of Economic
and Social Affairs (UNDESA)
United Nations Economic Commission
for Latin America and the
Caribbean (UN ECLAC)
United Nations Economic Council
for Europe (UNECE)

“Super interesting and useful sessions and discussions. Excellent moderation and organisation. Always a pleasure to join an ITF event.”

Participant from a public transport association

Telling transport stories to the world

Media around the world have covered our findings, from the *New York Times* to *O Globo* in the Americas; from Xinhua News Agency to the Korean Broadcasting Service in Asia, from the BBC to *Der Spiegel* news magazine in Europe and from the *Sydney Morning Herald* to *The Age* in Australia.

A Bicycle Built for Transporting Cargo Takes Off

Cargo bikes — which can carry everything from passengers to produce — are increasingly being used in place of greenhouse gas-emitting cars, trucks and vans.




The New York Times

Economy

S. Korea Seeks to Actively Take Part in Ukraine's Reconstruction

South Korea plans to actively take part in




KBS WORLD

Focus: Jobs at stake as California port terminal upgrades to green technology

By Lisa Beertan

June 8, 2023 11:52 PM GMT+7 Updated 9 months ago



REUTERS

Los crecientes desafíos en electromovilidad marcaron la cumbre internacional del transporte



DF

DIARIO FINANCIERO

Zum Wohlgefühl der Verkehrsmuster

Expertengremium spricht sich für umfassende Pkw-Maut aus

Wenn der Verkehrssektor die Klimaziele einhalten soll, helfen nur drastische Maßnahmen, warnt eine internationale Organisation. Sie empfiehlt eine neue Abgabe für Autofahrer: Wer mehr fährt, muss mehr bezahlen.



DER SPIEGEL

Economía

Brasil é aceito como membro de fórum internacional dos transportes

Em Leipzig, na Alemanha, ministro Bento Filho disse que país reassume papel de líder regional e irá contribuir com desenvolvimento sustentável e bem-estar social

Por Paula Serra — Leipzig, Alemanha



O GLOBO



Ukraine's Deputy Minister for Infrastructure Serhiy Derkach makes a press statement at the 2023 Summit

What would a flying-free world look like?

Amplifiers are incredibly polluting, but could we ever be completely without them?

Aviation has long been a pain in the neck for those seeking to cut human-caused greenhouse gas emissions. In the pursuit of a "flying-free" world, aviation's CO₂ emissions, helping to intensify global warming, is made to bear a heavy and increasingly unsustainable burden. The industry of the rich and most powerful is costly.

It has also become one of the fastest growing sectors worldwide. In the OECD, CO₂ emissions from aviation grew 90% between 1970 and 2019, while the OECD accounts for more than half of global aviation emissions. The flight sector generated almost the world's aviation CO₂ emissions, plummeted by 5% in 2020. But some experts still expect a similar rise in the next decade, and the industry is working for the first time to reduce its carbon footprint. **The world will contribute a 17% share of the remaining carbon budget** if it doesn't stop growing.

A world of no flights would present some serious logistical challenges, but could also open up the door to huge changes to fuel, energy and forms of transport.

Decarbonisation – essentially getting flying free – is the most difficult way to reduce human-caused greenhouse gas emissions, especially when it comes to aviation, an industry that can't be replaced by the ground-based transport of passengers and cargo. **Aviation will play a bigger role in the global climate.**

In several years, airlines have started flying bio- or jet-kerosene, or even at all, to reduce emissions. **Aviation is the most polluting industry in the world, and it's the only one that can't be replaced by the ground-based transport of passengers and cargo.**

But what would happen if people across the world suddenly stopped flying, completely? A world of no flights would present some serious logistical challenges, but could also open up the door to huge changes to fuel, energy and forms of transport. **It's not easy to see how we could ever replace aviation, and it's likely we'll never do it. But getting the transportation question across the world that we could be doing to reduce the world's carbon footprint is a big challenge.**

BBC

Supply chain **Added**

Distribution groups grapple to reduce their carbon footprints

Shift in international freight transport and complex supply chains are an environmental threat

Philipp Heurings | 10/11/2023 | 10:20

When a package finds its way to a doorstep, customers glimpse only the末末 of its long and complex journey through the global supply chain. Most consumer goods delivered across the developed world are tens of thousands of miles away before being shipped or flown to ports, sea warehouses or regional fulfilment centres by road or rail, and then to the customer's door.

As a result, every stage of the process has an impact on the environment. International trade-related freight transport is now responsible for 7 per cent

FT FINANCIAL TIMES

ENTREPRENEURS > (MOBILITÉ) SUR LA ROUTE DU FUTUR

Objectif 2050 : à quoi ressemblera la route du futur ?

Focus. Les experts routiers vont à la croisée des chemins : quelle voie entrepreneuriale pour répondre aux transitions énergétique, numérique et écologique ? Les pistes de réponse. (Un article issu du guide "Sur la route du futur")

Par Karim Bouhassira | Publié le 07/11/2023 à 09:00 | Dernière mise à jour le 28/10/2023 à 09:00

Le Parcage Turcic

L'EXPRESS

Foro ITF de la OCDE destacó los avances de Colombia en transporte público eléctrico

Por Valeria Arellano | 08/10/2023

VALORA ANALITIK

El papel de Colombia en materia de transporte público eléctrico fue destacado en la 17ª ITF por sus logros en Bogotá, que pertenece a la Organización para la Cooperación y el Desarrollo Económico (OCDE).

A la conferencia de secretarías general del ITF, Young Tae Kim, al responder una pregunta relacionada con su país, expresó su interés.

De acuerdo con el director, Colombia es uno de los países que más viene avanzando en el cambio de flotas de transporte público.

The Washington Post

"This is really cool."

Washington Post staff writer on receiving the ITF Policy Brief "Transport CO₂ and the Paris Climate Agreement. Where Are We Six Years Later?"

This publication reviews the activities of the International Transport Forum (ITF), the world's only all-modes transport policy organisation, over the period 2021–23.

Where has the ITF contributed to better solutions, set in motion useful debates, helped to answer pressing questions in the quest for safer, more sustainable, resilient and 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 66 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