



Catalogue of Publications



International Transport Forum Summit Highlights



2014 Summit Highlights: Session Summaries and Highlights in Pictures

Transport for a Changing World

Change is a dominant characteristic of our age. New technologies are creating unthought-of possibilities; demographic changes are altering our global society; a changing economic balance redistributes global opportunity; emerging lifestyles create more diversity and climate change poses challenges to the fundament of our existence. These megatrends impact transport and mobility in ways that decision makers need to reflect today in order to shape responses that will remain valid in a rapidly changing world

The 2014 Summit of the International Transport Forum on "Transport for a Changing World" was held in Leipzig, Germany from 21-23 May 2014 and provided a platform for ministers, industry leaders, heads of international organisations and researchers to interact and reflect on these issues through keynotes, workshops, panel sessions and roundtables. This publication presents summaries of sessions and keynotes as well as a declaration adopted by ministers at the Summit. An accompanying brochure shows the breadth of the 2014 Summit in pictures

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July 2014 – 50 + 32 pages – free

2013 Summit Highlights: Session Summaries and Highlights in Pictures

Funding Transport

Demand for mobility around the globe is growing rapidly. Motorisation in emerging economies continues at breath-taking pace, with the number of motor vehicles on the world's streets rising, according to some estimates, from just over 1 billion today to 2 billion in 2020. Air passenger travel could double, air freight could triple and container handling in ports could quadruple within the next 15 years or so, according to OECD projections.

If we do not want to stifle trade and economic growth and the opportunities these bring for our citizens, we must invest in infrastructure - and we must do so now: Global investment needs to 2030 for key global transport infrastructure alone is estimated by OECD at USD 11 trillion. But policy makers face a difficult dilemma: Almost everywhere public budgets are squeezed as never before in the wake of the global financial and economic crisis. And they are likely to remain tight for quite some time. .

The International Transport Forum's Summit brought together Ministers from ITF member countries and many business leaders in total 1 000 delegates from 79 nations to test ideas, to engage with experts, to align perceptions on the funding issue and explore ways to address it. This publication presents the essence of this substantive debate. The publication is accompanied by a trilingual volume Highlights in Pictures..

[Download the Session Summaries](#)

[Download Highlights in Pictures](#)

Also available in [German](#)

October 2013 – 978-92-821-0368-5 –44 + 32 pages – free





2012 Summit Highlights

Seamless Transport: Making Connections

Seamlessness in transport is the physical expression of one of the megatrends of the 21st century: complete connectivity. Seamlessness is about better connecting people and markets, but also about linking sectors, business cases and ideas. Not least, seamlessness is about the convergence of traditional transport infrastructure with the digital sphere, a process that is already changing the way we think about and use transport.

Seamless transport is a powerful strategic vision for our future. Yet the structure of our transport systems with modal transfers, different ownership, international border crossings and security threats makes overcoming the inherent friction in our transport system a permanent challenge.

This publication condenses the main findings from International Transport Forum's Annual Summit on 2-4 May 2012 in Leipzig, Germany.

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Also available in [German](#)

November 2012 – 978-92-821-0389-0 (PDF) – 115 pages – free

2011 Highlights of the International Transport Forum

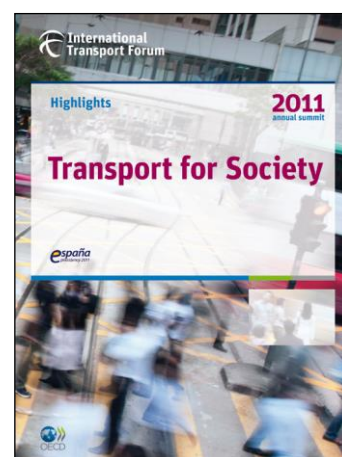
Transport for Society

How can transport provide even more benefits for our citizens and societies? How can all transport modes contribute to growth that is sustainable? Transport Ministers and business leaders, mayors of major cities, top researchers and representatives of non-governmental organisations met together at the International Transport Forum's annual summit on 25-27 May 2011 in Leipzig, Germany, to examine these strategic issues..

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Also available in [German](#)

October 2011 – 978-92-821-0368-5 – 92 pages – free



2010 Forum Highlights

Transport and Innovation: Unleashing the Potential

The International Transport Forum 2010, entitled "Transport and Innovation: Unleashing the Potential", took a close look at the role of innovation in shaping transport systems of the future. It highlighted the crucial importance of innovation in the transport sector for our common future in a globalised world...

This publication condenses the main findings of expert panels and round tables bringing together leading figures from politics, industry, research and civil society.

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Also available in [German](#)

October 2010 – 978-92-821-028869 – 85 pages – free



2009 Forum Highlights

Transport for a Global Economy: Challenges and Opportunities in the downturn

The ITF 2009 Forum took place at a very difficult time, with finances drying up, companies failing, supply chains weakened, and protectionism on the increase.

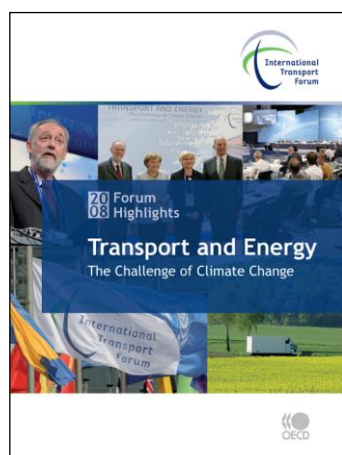
The transport sector is at the heart of globalisation. At the same time it is clear that the crisis does not alter fundamental challenges, particularly for transport to be more sustainable and show more concrete results in the lead up to and after the December 2009 UN Climate Change Conference in Copenhagen.

This publication condenses the main findings of workshops and round tables bringing together leading figure from politics, industry, research and civil society on key questions linking transport, economic recovery, global trade flows and sustainable development. ..

[Download](#)

Also available in [German](#)

December 2009 – 978-92-821-0258-9 – 112 pages – free



2008 Forum Highlights

Transport and Energy: The Challenge of Climate Change

The International Transport Forum 2008 gathered over 800 policy-makers, researchers and industry stakeholders in Leipzig for a cycle of roundtables on cost-effective technology and policy instruments required to improve energy efficiency and curb carbon emissions across transport modes. This publication condenses the main findings of these roundtables and provides access to research work carried out by the Forum in such areas as biofuels, ecodriving, the impact of high energy prices and the effectiveness of fuel efficiency policies..

[Download](#)

Also available in [German](#)

November 2008 – 978-92-821-0188-9 – 72 pages – free

Transport Outlook



ITF Transport Outlook 2015

The ITF Transport Outlook examines the development of global transport volumes and related CO2 emissions and health impacts through to 2050. It examines factors that can affect supply and demand for transport services and focuses on scenarios illustrating potential upper and lower pathways, discussing their relevance to policy making

This edition presents an overview of long-run scenarios for the development of global passenger and freight transport volumes, with emphasis on changes in global trade flows and the consequences of rapid urbanisation. It focuses on the characteristics of mobility development in developing countries, from Latin America to Chinese and Indian cities, highlighting the importance of urban mobility policies for the achievement of national and global sustainability goals.

Chapter 1. Near-term outlook for economy, trade and transport

Chapter 2. Surface transport demand in the long-run

Chapter 3. International freight and Co2 emissions to 2050 Chapter 4. Urban passenger transport scenarios for Latin America, China and India Download

January 2015 – 978-92-821- 0764-5– 172 pages – € 40

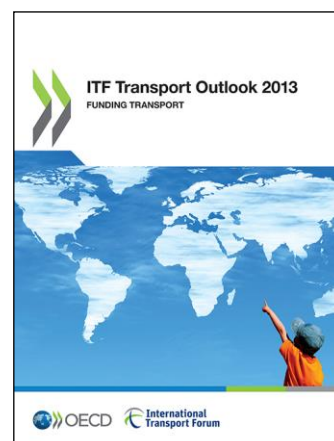
Transport Outlook 2013

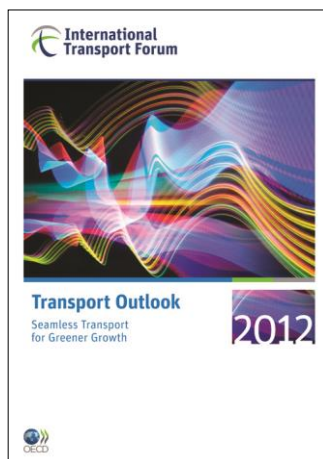
Funding Transport

The ITF Transport Outlook brings together scenario analysis for the long term with statistics on recent trends in transport. It identifies the drivers of past and possible future trends and discusses their relevance to policy making. Factors that could drive supply and demand for transport services to higher or lower bounds are identified and their potential impact explored.

This edition presents an overview of long-run scenarios for the development of global transport volumes through 2050. The analysis highlights the impact of alternative scenarios for economic growth on passenger and freight flows and the consequences of rapid urbanisation outside the OECD on overall transport volumes and CO2 emissions. It includes a Latin American urban transport case study that explores specific characteristics of urban development and their long-term effects in urban mobility, modal shares and related CO2 emissions in the developing world.

December 2013 – 978-92-821-0392-0 – 150 pages – € 30





Transport Outlook 2012

Seamless Transport for Greener Growth

The mobility projections in this Transport Outlook indicate that global passenger transport volumes in 2050 could be up to 2.5 times as large as in 2010, and freight volumes could grow by a factor of four. Emissions of CO₂ grow more slowly because of increasing energy efficiency, but may nevertheless more than double.

The projected evolution of mobility depends on income and population growth, and on urbanization. The relation between framework conditions and mobility is uncertain and not immutable and the Transport Outlook examines a number of plausible policy scenarios including the potential effects of prices and mobility policies that are less car-oriented in urban settings. Low car ownership with increased two-wheeler use and somewhat lower overall mobility results in much lower emissions of CO₂.

Mobility policies can slow down CO₂ emission growth but cannot by themselves stop it; energy technology is the key to actually reducing the transport sector's global carbon footprint.

[Download](#)

May 2012 – 61 pages – free

Transport Outlook 2011

Meeting the Needs of 9 Billion People

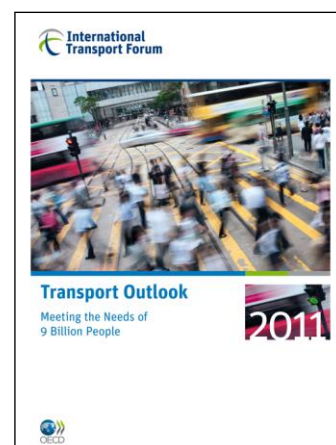
The world's population will reach 9 billion by 2050. Meeting their transport demands will be challenging. As both population and incomes rise, global passenger mobility and global freight transport volumes may triple by 2050. The International Transport Forum's 2011 Outlook examines these trends, exploring the factors that may drive demand even higher and the limits imposed by infrastructure capacity, fuel prices and policies to accommodate or limit potentially explosive growth of car use in rapidly developing countries

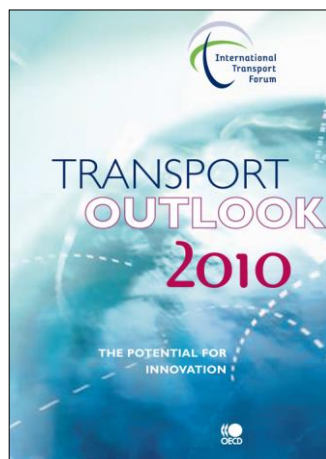
The Outlook traces scenarios for emissions of CO₂ from transport and the impact of policies to improve the fuel economy of conventional vehicles and promote the use of electric cars, including implications for fuel tax revenues. Trends in passenger car traffic are given particular attention, examining evidence for saturation of demand in high income countries.

The report also focuses on future directions for trade, as suggested by trends in the current economic recovery.

[Download](#)

May 2011 – 44 pages – free





Transport Outlook 2010

The Potential for Innovation

Growing population, increasing urbanisation and higher incomes will boost demand for transport and put great pressure on transport systems around the globe. This is one of the key findings of Transport Outlook 2010.

According to research by the ITF/OECD's Joint Transport Research Centre, the current crisis has had a relatively greater impact on trade and transport than previous economic downturns. This is reflected in very large volume and price effects, especially in freight transport. For the management of future greenhouse gas emissions from transport, the analysis strongly suggests that technologies to improve fuel economy and ultimately transform the energy basis of transport are the key..

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May 2010 – Discussion Paper 2010-15 -- 28 pages – free

Transport Outlook 2009

Globalisation, Crisis and Transport

Globalisation, Crisis and Transport

This Outlook focuses on the evolution of GDP itself and how this evolution interacts with transport demand and investments in transport infrastructure. Then it discusses projections of the demand for road transport, aviation, and maritime transport.

[Download](#)

May 2009 – Discussion Paper 2009-12 – 24 pages – free



Transport Outlook 2008

Focusing on CO₂ Emissions from Road Vehicles

This short outlook is designed to test the potential for key policy instruments for mitigating emissions from road transport, and particularly from light duty vehicles, the largest source of CO₂ emissions from transport. It also examines uncertainties in the baseline scenario for the development of CO₂ emissions from the sector.

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May 2008 – Discussion Paper 2008-13 – 22 pages – free



ECMT Multilateral Quota: User Guide

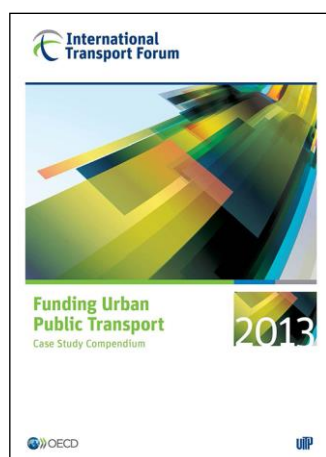
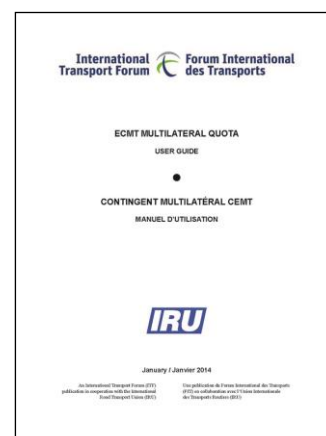
This Guide is addressed to carriers holding ECMT licences and officials involved in managing the ECMT quota. It primarily aims to describe the characteristics of such licences and the conditions and scope of their use. This edition of the Guide is in force since January 2014

It replaces all previous editions of the Guide.

[Download](#)

Also available in [Russian](#)

January 2014 – 158 pages – free



Funding Urban Public Transport: Case Study Compendium

This compendium of case studies on urban public transport funding was developed as an input to the 2013 International Transport Forum Summit on Funding Transport (May 22-24, Leipzig). It serves to illustrate a variety of urban contexts, public transport services and funding mechanisms in a selection of International Transport Forum countries. It was jointly developed along with the International Association of Public Transport (UITP)..

Providing public transport services comes at a cost and the compendium reviews how a selection of urban areas meet this financing challenge. What is clear is that no single financing model emerges, reflecting the great diversity of local situations and needs. It also appears that there is no silver bullet for the funding of public transport and that combining funding from different sources increases the resilience of the system. These urban areas do face different tensions but nearly all find that ensuring the long-term financial stability of public transport operations remains challenging

[Download](#)

May 2013 – 76 pages – free

Seamless Transport: Case Study Compendium

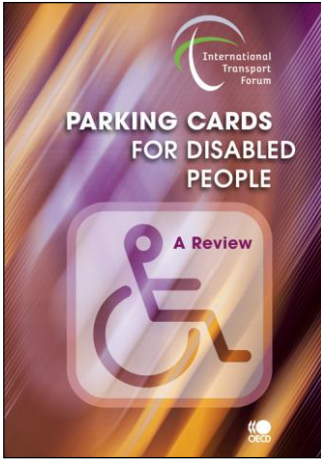
Member Countries of the International Transport Forum and International Organisations working in the field of transport were asked to submit examples of good practice in seamless transport as an input to Summit 2012. 50 case studies were received from countries and 44 case studies were submitted by international organisations. Case studies submitted from the countries cover all modes of transport and contain various types of policy approaches including infrastructure investment, cross-sectoral arrangements, regulatory initiatives, technological innovations, and intermodal connections..

There is a good geographical balance of case studies as well as similar projects which allow comparisons among countries and regions.

[Download](#)

May 2012 – 174 pages – free





Parking Cards for Disabled People

The International Transport Forum in its former guise as the European Conference of Ministers of Transport (ECMT) first took an initiative in 1978 to establish the reciprocal recognition of parking cards issued to disabled people in its Member States.. The aim was to make it easier for disabled people to find out about the conditions and restrictions in place in countries they wished to visit..

This guide attempts to update this information for as many ITF Member countries as possible, particularly for its non EU Member States. The guide aims to complement rather than duplicate information provided elsewhere, for example by the EU. The information contained in this publication derives from a survey and questionnaire sent to Member countries

Originally published in April 2009, the guide was updated with revised country information from Australia and Canada in November 2010

[Download](#)

November 2010 – 38 pages – free

ECMT Multilateral Quota: User Guide

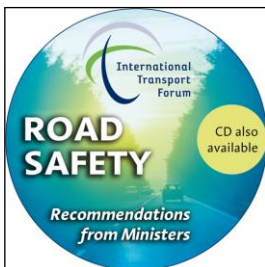
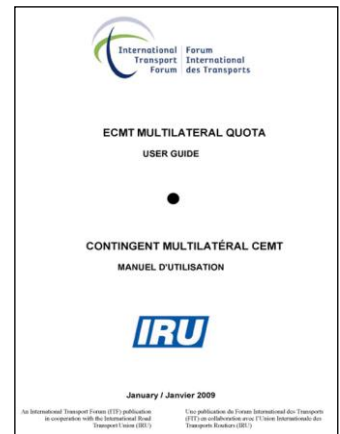
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.It replaces all previous editions of the Guide.

[Download](#)

Also available in [Russian](#) (+ [Corrigendum](#))

January 2009 –135 pages – free



Road Safety: Recommendations from Ministers

This CD-ROM contains the Recommendations and Resolutions adopted by Ministers of ECMT (predecessor of ITF) countries over a period of 30 years. It also contains two reports used as a basis for Ministerial discussions on the adoption and on the mid-term review of the target of reducing road fatalities by 50% in Europe by 2012..

The 2008 publication “Towards Zero: Ambitious road safety targets and the safety system approach” is also included.

[Download](#)

November 2009 – CD-ROM – Free



Truck Parking Areas 2009

This brochure presents the list of truck parking areas in 44 countries, on the Euro-Asian Continent, with their addresses, phone and fax numbers, access to the parking area, tariffs and facilities available.

May 2009 – IRU/ITF, Multilingual – 144 pages – Free

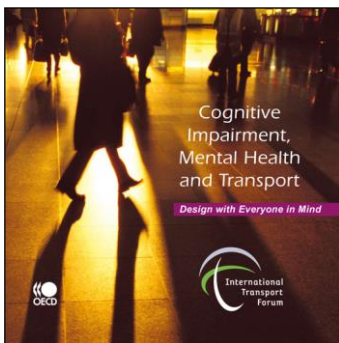
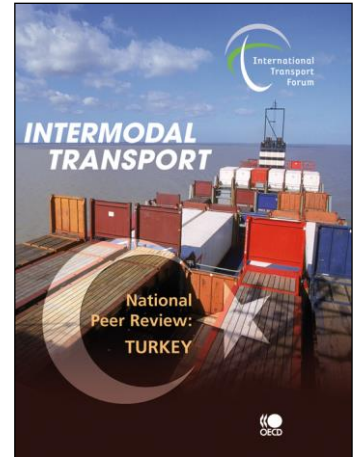
Intermodal Transport. National Peer Review: Turkey

This book argues that Turkey's continuing economic expansion depends on the diversification of its transport modes and especially on the development of efficient multimodal services.

Turkey's role as a hub for Europe, Asia, and the Middle East and as a facilitator of global exchange will be enhanced with a strategy and measures to support a range of intermodal logistic and transport services. This work analyses the current situation and sets forth some of the actions and policies needed to stimulate the development of a truly multimodal transport system.

[Turkish Summary](#)

April 2009 – 978-92-821-0222-0 – 168 pages – € 50

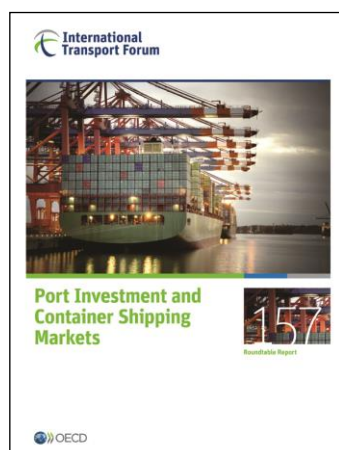


Cognitive Impairment, Mental Health and Transport

Design with Everyone in Mind

This is one of the first publications to deal with international transport policy issues related to cognitive impairment and mental health. It aims to help those who plan, design and run transport systems and infrastructure to understand and find practical solutions to these issues for the benefit of the travelling public as a whole.

January 2009 – 978-92-821-0216-9 – 29 pages – € 17



Port Investment and Container Shipping Markets

Large-scale port projects have irreversible effects on land use and multiple impacts on the local economy and local community. They affect the way that the regional and national economy operates as a whole, with major impacts on regional transport systems. Port planners make better decisions when these broad impacts are examined as part of the development of a national freight transport and logistics strategy. Private investment in port terminals is also facilitated by the certainty engendered by development of a national freight transport and logistics strategy. .

This report examines the issues that need to be considered before the decision to proceed to costly expansions with long-life spans and a structural influence on the local and national economy. The report benefits from a case study of Chile, where plans for a major expansion of port capacity in the central part of the country are well advanced. Chile provides the detail for an examination of factors critical to decisions on container port investments anywhere: demand forecasts, change in liner shipping markets, hinterland transport capacity, competition between container terminals, and the framework for financing of investment.

May 2015 – 978-92-821-0784-3– 132 pages – € 43

Valuing Convenience in Public Transport

The experience of transport systems users, in terms of comfort, reliability, safety and above all convenience, is critical in determining demand for transport services, at least when there is a choice of alternative ways to travel. Convenience is one of the strongest attractions of the private car for passenger transport. For users of public transport, convenience is also clearly important but not always clearly defined and not often measured in designing transport systems or monitoring their operating performance. In many situations, an increase in public transport convenience reduces the unit costs of travel (euros/dollars per hour or cents per minute) and so provides benefits equivalent to an increase in travel speed.

This report focuses on convenience and its importance to the user experience. It reviews operational definitions of convenience, evidence for the willingness of users to pay for convenience and the use of indicators to assess and improve the convenience of public transport, with a view to making it more effective and more competitive.

January 2015 – 978-92-821-0767-6– 160 pages – € 50





The Economics of Investment in High-Speed Rail

High-speed trains can compete successfully with road, air and conventional rail services on densely trafficked routes where willingness to pay is sufficient at the relatively elevated fare levels needed to cover costs. High-speed rail investments can also relieve congestion on the conventional rail network, and the capacity for high-speed rail to provide fast city centre to city centre services creates new possibilities for day-return business trips and short-stay leisure trips.

The long cost recovery periods for high-speed lines imply government involvement in the financing of most investments. The high costs mean that governments can be exposed to accumulation of large debts, particularly if demand develops more slowly than expected. Where high-speed rail investments are designed to promote regional integration rather than meet commercial demand, significant subsidy from central and regional governments will be needed for the construction of infrastructure and possibly also for train operations.

This report examines the key factors that drive the costs of high-speed rail investment and reviews the economic benefits delivered by high-speed rail services on the basis of experience in countries that have developed large high-speed rail networks

January 2015 – 978-92-821-0774-4– 180 pages – € 57

Major Transport Infrastructure Projects and Economic Development

This report discusses the state of the art in understanding the economic effects of major transport infrastructure projects. It examines the limits of socio-economic cost-benefit analysis (CBA) and reviews the development of complementary and alternative approaches to assessing the benefits of investment in large, transformative projects. CBA has proved a reliable tool for ranking projects that are similar and for assessing investments that make marginal improvements to the transport system. It is much less suited to projects designed to transform the economy or for comparing transport investments designed to enhance regional economic productivity with non-transport uses of public funds to promote growth. In particular CBA does not capture all the wider benefits of transport investments, notably agglomeration effects and responses in labour markets to improved access to jobs. At the same time, the benefits of investment can be communicated with most audiences much more effectively in terms of impacts on jobs and GDP than time savings and net socio-economic welfare benefits – the language of CBA.

For all these reasons attention in many jurisdictions is focusing on examining wider economic effects, in addition to standard project appraisal. The microeconomic and macroeconomic tools available to do this have improved markedly in the last decade but are far from mature and require significant resources. For large public investments, particularly where projects are designed to drive development and transform productivity rather than simply release bottlenecks in the existing transport network, the additional evaluation effort is worthwhile and critical to identifying the full value of the project. This report focuses on practical appraisal tools developed for assessment of the Grand Paris super-metro and London's Crossrail project.

January 2015 – 978-92-8210771-3– 136 pages – € 40





Expanding Airport Capacity in Large Urban Areas

Expanding airport capacity in large metropolitan areas is difficult. Community agreements on noise constrain growth at existing airports. Land prices can be prohibitive for relocating airports. Most new sites require extensive investment in surface transport links to city centres. In multi-airport regions, options for expansion at the airports are to an extent interdependent, complicating assessment of whether to build new runways..

Many major airports are hubs for network carriers at the same time as serving a large local market. The complementarity between these functions may be a prerequisite for viable network operations, suggesting that distributing services over multiple airports instead of expanding the main hub would be costly. Hub airports and their network carriers often compete with hubs in neighbouring regions. The strategies of network carriers and potential new entrants to this part of the market need to be taken into account in assessing future demand for airport capacity. The requirements of low cost and other point-to-point carriers are equally important, but different..

This report reviews international experience in reconciling planning and environmental constraints with demand for airport capacity and the potential benefits in terms of productivity and growth from developing international airline services. Experience is compared in London, New York, Tokyo, Osaka, Sydney and in Germany's main airports with particular attention to the dynamics of airline markets and implications for airport planning in multi-airport cities.

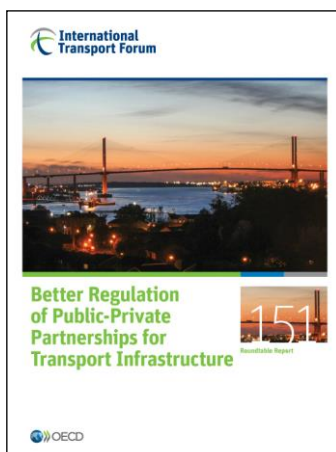
April 2014 – 978-92-821-0738-6 – 170 pages – € 60

Long Run Trends in Car Use

The growth of car use in several advanced economies has slowed down, stopped, or turned negative. The change cannot be attributed to adverse economic conditions alone. Socio-demographic factors, including population ageing and changing patterns of education, working, and household composition matter. Rising urbanization and less car-oriented policies in some cities also reduce the growth of car use, perhaps combined with changing attitudes towards mobility. Some groups choose to use cars less, others are forced to.

This report summarizes insights into the drivers of change in car use. It shows that explanations are place-specific, and that projections of future car use are increasingly uncertain. The task for policy-makers is to identify mobility strategies that are robust under an increasingly wide range of plausible scenarios

January 2014 – 978-92-821-0592-4 – 160 pages – € 45



Better Regulation of Public-Private Partnerships for Transport Infrastructure

Many governments seek to attract private finance for infrastructure through public-private partnerships (PPPs) in order to maintain investment at the same time as limiting public spending. Experience with PPPs has, however, been mixed. Some transport PPP projects have delivered major cost savings but many more have exceeded their budgets. PPPs are prone to overestimating revenues and when projects run into financial difficulty, risks have a tendency to revert to the taxpayer.

The report examines the nature of risks and uncertainty associated with different types of PPP project and the practical consequences of transferring risks to private partners. It assesses the fiscal impact of PPPs and discusses budget procedures and accounting rules to limit the public liabilities they can create. The report also reviews the relative merits of tolls, availability payments and regulated asset base models for attracting finance for public infrastructure from private investors on a sustainable basis

May 2013 – 978-92-821-0394-4 – 220 pages – € 45

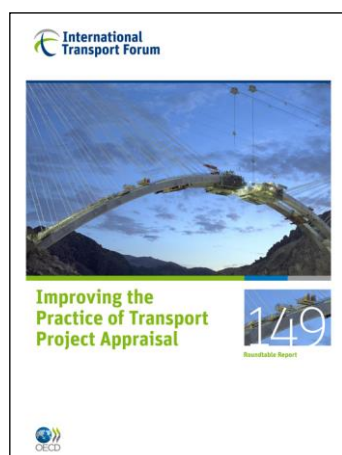
Better Economic Regulation: The Role of the Regulator

Efficient provision of transport infrastructure is critical to economic growth. The long asset lives of much transport infrastructure indicates governance through regulation, rather than through contract or public ownership. This can ensure predictability in long-term relationships whilst preserving some flexibility to deal with changes in external circumstances.

The transparency created by a fully independent regulator is invaluable for ensuring sufficient investment is forthcoming, while maintaining reasonable conditions for user access. Discussion at the Roundtable focussed on how to achieve effective independent regulation and how to reconcile independence with the legitimate control of policy by the executive part of government

Independent regulation is not seen as a universal default governance arrangement. Much of the discussion focused on when to regulate and when to rely on competition, even if imperfect, to drive efficiency. The discussions underscored that there are opportunities to improve performance significantly in the aviation, rail and road sectors, by learning from successful experience in improving governance structures in a range of countries.

May 2011 – 978-92-821-0295-4 – 164 pages – € 45



Improving the Practice of Transport Project Appraisal

Cost-benefit analysis (CBA) is indispensable for making good decisions on what transport projects to fund. It essentially aims to figure out which projects offer the best value for money. However, the practical relevance of CBA does not always live up to its appeal in principle. One problem is that there is sometimes disagreement over what to include in CBA, both on the cost side and the benefits side of the analysis. As a result, value for money is not always fully transparent. More politically, value for money is only a partial criterion for decision-making, leading to disagreement about the relative importance of the results from CBA compared to other inputs to the decision-making process..

This report examines the extent to which these shortcomings can be addressed. In terms of what to include in CBA, discussion focuses on equity and distributional impacts, productivity effects, agglomeration benefits and external costs. The focus then turns to how best to present guidance on project selection to decision makers. The report includes papers on the way CBA is used in three countries – France, Mexico and the United Kingdom – and how it is evolving in response to changing policy priorities.

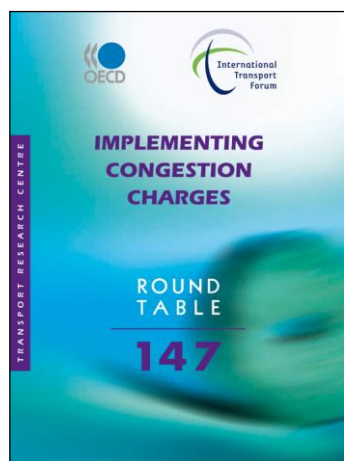
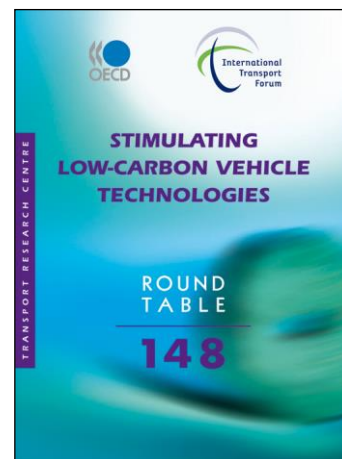
April 2011 – 978-92-821-0129-2 – 112 pages – € 43

Stimulating Low-Carbon Vehicle Technologies

The Round Table brought together economists, policy makers and auto engineers with the aim of advancing understanding of why car markets currently fail to deliver sufficient fuel economy. It started by questioning whether any additional measures would be necessary once an appropriate price for carbon dioxide is established via fuel taxes. It confirmed that there are indeed market imperfections that merit additional government intervention. Fuel economy and CO2 regulations are an essential part of the package. The key to maximising the benefits of such regulations is long-term planning. The longer the timeframe, the less industry investment is handicapped by uncertainty.

Subsidies to electric vehicles are more problematic because of the risks of prematurely picking winning technologies and creating subsidy dependence. And electricity production has yet to be decarbonised. However, intervention to steer innovation in this direction is merited so long as the risks of not attaining climate policy targets are seen as higher than the risks of intervention.

January 2011 – 978-92-821-0291-6 – 164 pages – € 65



Implementing Congestion Charges

Recent advances in the scientific understanding of urban traffic congestion have only strengthened the already solid case for congestion charges as an element of a successful urban transport policy. But examples of real-world congestion charging systems remain few and far between. What can be done to improve the chances of their more widespread adoption in practice? This report draws lessons from attempts to introduce congestion charges..

Technology is not an obstacle, and technologies should serve policy purposes instead of define them. Charging systems are not cheap and thus should only be used where congestion is severe. Public acceptance is seen to be the key to successful implementation. Although environmental benefits and careful deployment of toll revenues may improve acceptance, a charging system should never lose sight of its principal aim, which is to reduce congestion.

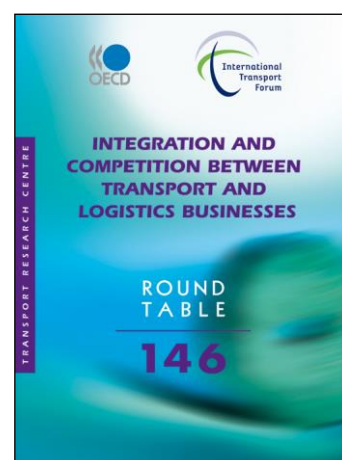
September 2010 – 978-92-821-0284-8 – 147 pages – € 65

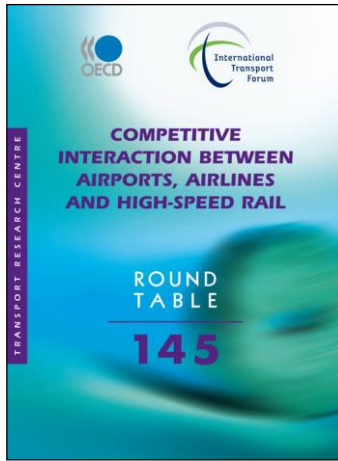
Integration and Competition between Transport and Logistics Businesses

Some very large multinational transport and logistics firms have emerged to provide integrated transport services to shippers in the globalised economy. Do these firms escape regulatory oversight from national competition authorities because of their sheer scale? Do they pose additional threats to competition when they merge with or acquire other companies in the supply chain?.

The Round Table brought competition experts together with researchers on maritime shipping, rail freight and logistics to identify critical competition issues and appropriate regulatory responses.

April 2010 – 978-92-821-0259-6 – 184 pages – € 65





Competitive Interaction Between Airports, Airlines and High-Speed Rail

This Round Table discusses if and how airport should be regulated to contain market power. It concludes that because regulation is inevitably imperfect and costly, policy makers should establish conditions for competition to emerge between airports in preference to comprehensive regulation..

The report also identifies the economic conditions under which high-speed rail can provide a competitive substitute for aviation, revealing the limited relevance of rail to reducing greenhouse gas emissions from this part of the transport market..

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October 2009 – 978-92-821-0245-9 – 210 pages – free

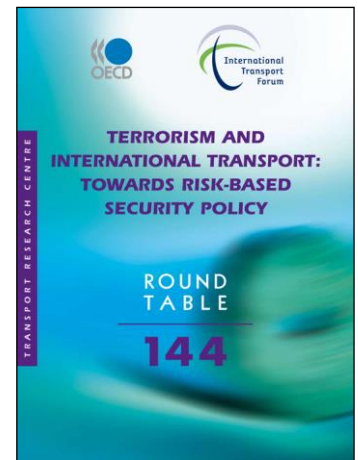
Terrorism and International Transport: Towards Risk-Based Security

Security is critical to transport systems as they are often appealing targets for terrorist attacks. The significant costs of potential damage make effective security policies a key concern for transport decision makers. This Round Table examines the contribution economic analysis can make to improving security.

The analysis covers the impact of uncertainty in assessing security policies and on the cost effectiveness of security measures in aviation and maritime shipping. Much can be criticised in current policies, which are often seen as unduly expensive and inadequately assessed. This Round Table identifies methods for quantifying the benefits of security measures and assessing their effectiveness, and examines techniques to allocate resources to targeting the highest risks.

[Download](#)

May 2009 – 978-92-821-0231-2 – 150 pages – free



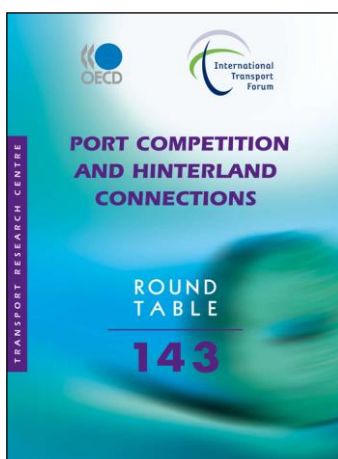
Port Competition and Hinterland Connections

This Round Table discusses the policy and regulatory challenges posed by the rapidly changing port environment.

The sector has changed tremendously in recent decades with technological and organisational innovation and a powerful expansion of trade. Integration of supply-chain operations on a global scale has greatly increased productivity but raises issues of both competition and sustainability.

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July 2009 – 978-92-821-0224-4 – 176 pages – free

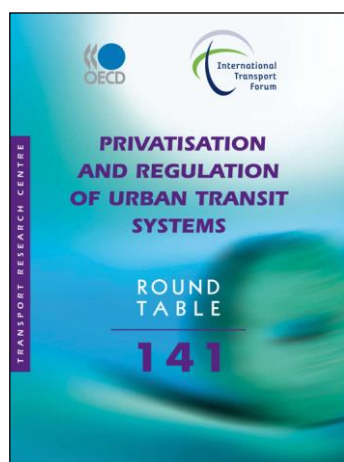
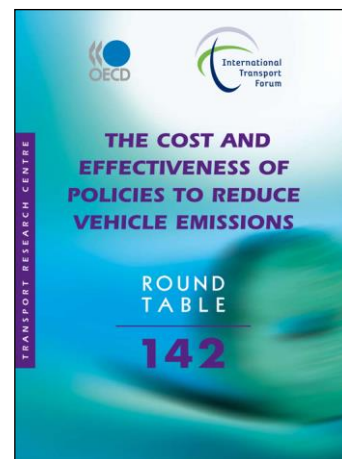


The Cost and Effectiveness of Policies to Reduce Vehicle Emissions

Transport sector policies already contribute to moderating greenhouse gas emissions from road vehicles. They are increasingly designed to contribute to overall societal targets to mitigate climate change. While abatement costs in transport are relatively high, there are plausible arguments in favour of further abatement in this sector. The empirical basis to decide upon combinations of fuel economy standards and fuel taxes, however, remains weak. This Round Table investigates the effectiveness and costs of various mitigation options in road transport, and discusses the distribution of abatement efforts across sectors of the economy.

[Download](#)

January 2009 – 978-92-821-0212-1 – 182 pages – free



Privatisation and Regulation of Urban Transit Systems

Urban public transport services generally run at a large deficit. This has led public authorities to seek efficiencies, notably through private sector involvement.

Achieving coherent transport networks that are efficient and financially sustainable is a challenge for any public authority. This Round Table examines experience in integrating private management and capital with public transport policy objectives in a number of developed economies. For network operators, the Round Table concludes that innovation is the key to surviving the rapidly changing policy and regulatory environment.

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October 2008 – 978-92-821-0199-5 – 150 pages – free

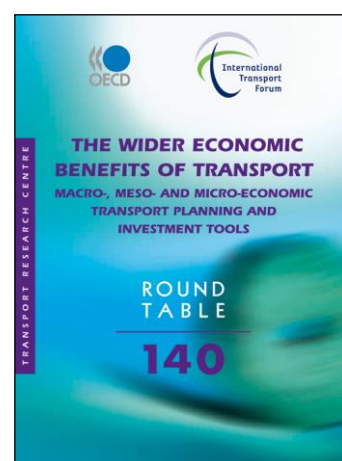
The Wider Economic Benefits of Transport

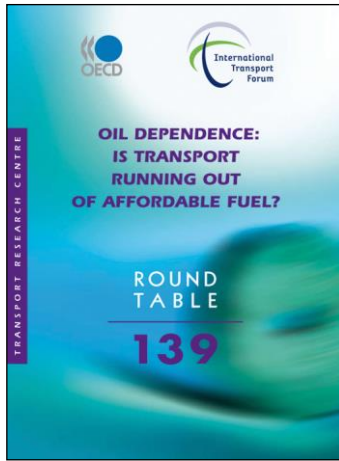
The standard cost-benefit analysis of transport infrastructure investment projects weighs a project's costs against users' benefits. This approach has been challenged on the grounds that it ignores wider economic impacts of such projects. Since there is empirical evidence that this effects can be substantial, relying on the standard approach potentially produces misleading results.

At the Round Table, leading academics and practitioners addressed these concerns and examined a range of potential approaches for evaluating wider impacts – negative as well positive. They concluded that for smaller projects, it is better to focus on timely availability of results, even if this means forgoing sophisticated analysis of wider impacts. For larger projects or investment programs, customized analysis of these effects is more easily justifiable. Creating consistent appraisal procedures is a research priority.

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July 2008 – 978-92-821-0160-5 – 208 pages – free





Oil Dependence: Is Transport Running Out of Affordable Fuel?

Oil consumption is increasingly concentrated in transport, and relatively limited fluctuations in transport demand can have increasingly significant effects on oil prices. Oil prices rose to all time highs at the beginning of 2008, exceeding \$ 100 a barrel for the first time since the 1979 oil crisis. The underlying driver was demand for oil from rapidly developing economies and especially China, where transport accounts for the largest part of oil consumption.

This Round Table assesses the policy instruments available to address oil security and climate change and examines their interaction with measures to manage congestion and mitigate local air pollution. A number of incompatibilities and trade-offs are identified underlining the importance of integrated policy-making.

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May 2008 – 978-92-821-0121-6 – 210 pages – free

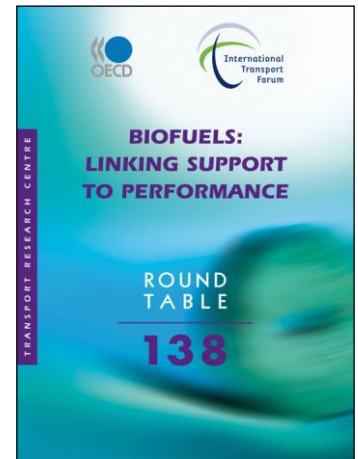
Biofuels: Linking Support to Performance

The papers published in this report examine the economics of biofuels and assess the potential of conventional biofuel production in OECD countries, Brazilian ethanol exports and some second generation biofuels to supply world markets with transport fuels.

This Round Table analyses the critical issues for governments in determining support for biofuels, particularly the level of greenhouse gas emissions throughout the life-cycle of these fuels and the wider environmental impacts of farming biomass. It also reviews recent progress in developing certification emissions, although certification cannot be expected to prevent rainforest destruction for the development of biofuels crop plantations. The report concludes with a short list of recommendations for policy reform if support for biofuels is to contribute effectively to mitigating greenhouse gas emissions.

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March 2008 – 978-92-821-0179-7 – 224 pages – free



Research Reports

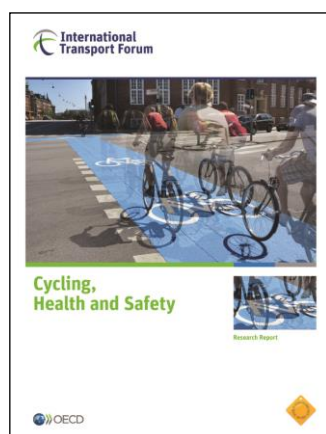
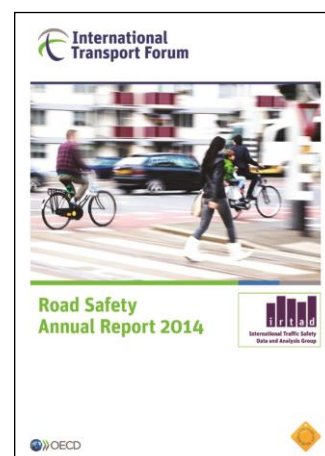
Road Safety Annual Report 2014 (IRTAD)

The IRTAD Annual Report 2014 provides an overview for road safety indicators for 2012 in 37 countries, with preliminary data for 2013, and detailed reports for each country.

The report outlines the crash data collection process in IRTAD countries, describes the road safety strategies and targets in place and provides detailed safety data by road user, location and age together with information on recent trends in speeding, drink-driving and other aspects of road user behaviour..

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May 2014 – 526 pages – free PDF



Cycling, Health and Safety

Many jurisdictions around the world are trying to retain or increase the share of cycling in urban traffic in order to benefit from the many health and transport efficiency benefits. Safety is a key concern and should be accounted for in these policies..

This report of the International Transport Forum's Cycling Safety Working Group monitors international trends in cycling, safety and policy, and explores options that may help decision makers design safe environments for cycling. Key messages relate to strategic goal-setting for cycling policy and managing crash risks while increasing health benefits. The report also discusses how to better capture crash and bicycle usage statistics. The safety impacts of a wide range of pro-cycling measures are examined in detail.

December 2013 – 978-92-821-0594-8 – 248 pages – € 70

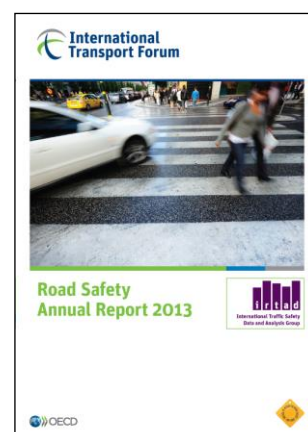
Road Safety Annual Report 2013 (IRTAD)

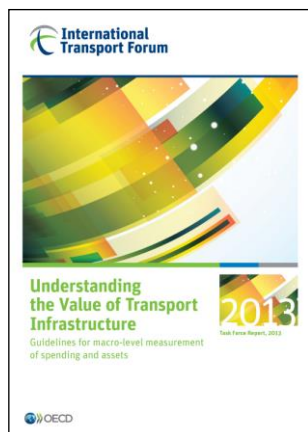
The IRTAD Annual Report 2013 provides an overview for road safety indicators for 2011 in 37 countries, with preliminary data for 2012, and detailed report for each country

The report outlines the crash data collection process in IRTAD countries, describes the road safety strategies and targets in place and provides detailed safety data by road user, location and age together with information on recent trends in speeding, drink-driving and other aspects of road user behaviour.

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May 2013 – 343 pages – free





Understanding the Value of Transport Infrastructure. *Guidelines for macro-level measurement of spending and assets*

Transport infrastructure is a critical ingredient in economic development at all levels of income. It supports personal well-being and economic growth. Countries spend considerable amounts of money each year to build, maintain and improve their transport infrastructure. But how much, exactly, does transport infrastructure support economic development and wealth creation? What determines the magnitude of that impact?

Despite the importance of the transport sector, the lack of clear definitions and common practices to measure macro-level transport infrastructure spending hinders accurate measurement of how spending relates to economic growth, leading to less-informed decisions

This report provides detailed guidance for the uniform collection of data on transport infrastructure spending and assets. It concludes with recommendation and practices for arriving at these critical statistics. The report also discussed the use of these data in impact analysis and benchmarking, ultimately leading to better decision-making.

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May 2013– 44 pages – free

Spending on Transport Infrastructure 1995-2011. *Trends, Policies, Data*

Transport infrastructure is a vital social and economic asset. Its construction and maintenance absorb significant resources while decisions on infrastructure have impacts that last for decades.

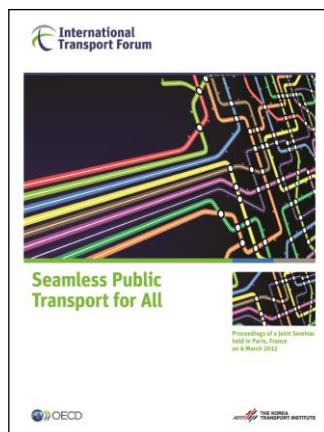
The International Transport Forum has collected statistics on investment and maintenance expenditure in transport infrastructure since the late 1970s. This report presents aggregate trends in inland transport infrastructure investment and maintenance since 1995 and provides data on road, rail, inland waterway, sea port and airport spending for the International Transport Forum member countries for the period 1995-2011.

In preparation for the International Transport Forum's 2013 Summit on Funding Transport, a survey was carried out to collect information on transport policies in member countries. The report presents broad conclusions on these policies, as well as on infrastructure performance, funding and strategic plans

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May 2013– 56 pages – free





Seamless Public Transport for All: *Proceedings of a joint International Transport Forum/Korea Transport Institute Seminar held in Paris, 6 March 2012*

Seamlessness' is a virtue for public transport. It requires integration between routes, schedules, and fares across the different modes providing passenger services. This is never easy as it requires cooperative institutional arrangements, integrated network design and the negotiation of cost and revenue sharing agreements. This report examines policies to make public transport more seamless on the basis of examples of best practice from Europe and Korea.

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ITF/KOTI March 2013– 103 pages – free

Sharing Road Safety: *Developing an International Framework for Crash Modification Functions*

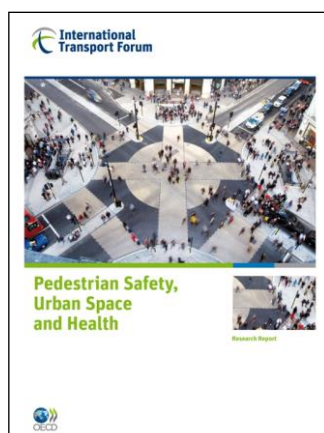
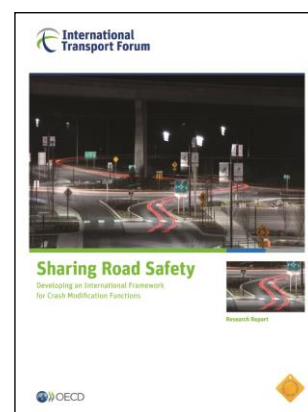
Almost 1.3 million people die in road crashes every year, and between 20 and 50 million are injured. Road traffic injuries are the leading cause of death among young people between 15 and 29 years of age. Road crashes cost countries between 1 and 3 per cent of their GDP. In the face of these facts, the need for effective road safety policies is undeniable.

Governments can more effectively improve road safety by making better use of indicators that reliably quantify the reduction of crashes due to interventions in the road-traffic system. According to the study, lack of quantifiable evidence about the effects of countermeasures – such as roadway signage, pedestrian crossing treatments, roadway geometric features, etc. – on road crashes is a key obstacle to the advancement of many critical, life-saving road safety initiatives.

Through the use of indicators - so-called Crash Modification Functions (CMF) that provide measures of how interventions affect the number and gravity of road crashes - governments can reduce the risk of taking decisions that have little or no impact on improving road safety..

Download the [Summary Document](#)

December 2012 – 978-92-821- 0375-3– 123 pages – € 40



Pedestrian Safety, Urban Space and Health

Walking is the most natural form of mobility; however cities have not always evolved to accommodate the needs of pedestrians and walking has in many cases been neglected in the development of transport systems. Improving the pedestrian environment can contribute significantly to meeting the challenges of climate change, air pollution and health.

This report aims to present decision-makers with hard evidence on the important place of walking in transport policies and provide guidelines for developing a safe environment conducive to walking. This is an essential contribution to creating liveable cities. Every single trip begins and ends by walking

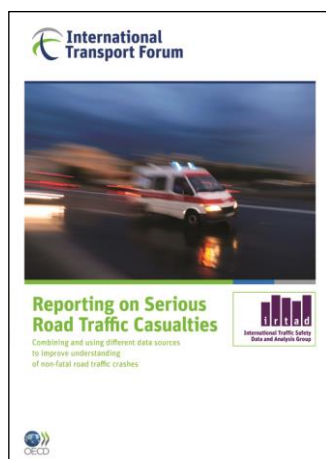
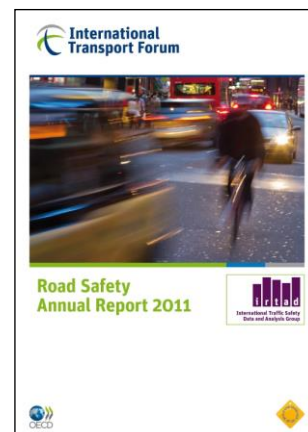
October 2012 – 978-92-821-0364-7 – 113 pages – € 30

Road Safety Annual Report 2011 (IRTAD)

The IRTAD Annual report 2011 provides an overview of road safety indicators for 2010 in 32 countries, with preliminary data for 2011. The report outlines recent safety measures adopted nationally, with detailed safety data by road user, location and age. This edition highlights contributions to the development of road safety policies by the IRTAD Group in 2011, with detailed reports for all member countries on targets and national strategies, including new strategies being developed for the UN Decade of Action for Road Safety.

[Download](#)

April 2012 – 343 pages –free



Reporting on Serious Road Traffic Casualties: Combining and using different data sources to improve understanding of non-fatal road traffic crashes

This special International Road Traffic and Accident Database (IRTAD) report was prepared by a Working Group on Linking Police and Hospital Data with a view to identify and assess methodologies for linking different sources of accident data in order to develop better estimates of the real number of road traffic casualties..

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December 2011 – 108 pages –free

Car Fleet Renewal Schemes: Environmental and Safety Impacts and Sustainability

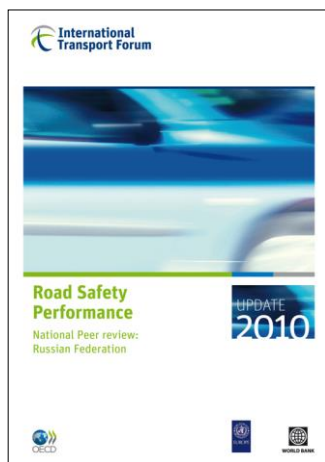
Many governments have subsidised fleet renewal schemes to stimulate consumer spending on cars during economic downturns. Subsidies are often linked to the environmental performance of vehicles, but how effective is accelerated fleet renewal in reducing emissions and can schemes be designed to improve the safety of cars on the road?.

This report examines three of the largest programmes introduced in the wake of the 2008 financial crisis, in France, Germany and the United States. It investigates the impact of 2.8 million transactions trading-in old cars for new on CO2 and NOx emissions and on road safety. It assesses value for money and identifies critical design elements for success in meeting environmental and safety objectives. The results of the analysis provide guidance for the design of any future schemes..

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May 2011 – 73 pages –free





Road Safety Performance: National peer review- Russian Federation. 2010 update

This update of the 2006 report has been compiled under the auspices of the International Transport Forum in partnership, with the World Health Organisation and World Bank and in cooperation with the Ministries of Transport and Internal Affairs of the Russian Federation.

The objective is to review the current road safety performance in the Russian Federation, to reflect upon the many developments since the first peer review and to outline recommendations for possible next steps to enhance road safety. The peer review team has used the findings and frameworks of the ITF/OECD Towards Zero (2008) in this assessment, representing as it does the state of the art in good practice countries in addition to the findings and knowledge base of the 2006 peer review

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May 2011 – 37 pages –free

Moving Freight with Better Trucks: Improving Safety, Productivity and Sustainability

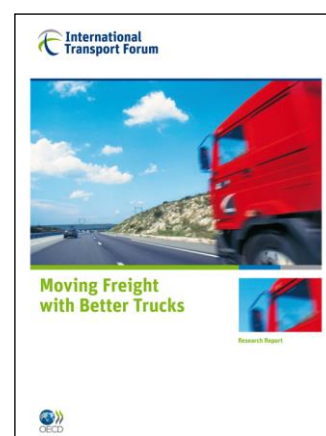
The purpose of this report is to identify potential improvements in terms of more effective safety and environmental regulation for trucks, backed by better systems of enforcement, and to identify opportunities for greater efficiency and higher productivity.

The report is based on a review of literature, consultation among stakeholders, and research and analysis from working group members. It also presents the results of a comprehensive benchmarking study of 39 truck configurations in operation around the world – from typical workhorse vehicles to very high capacity vehicles – and assesses their performance in terms of dynamic stability, productivity and impact on the infrastructure.

[Summary Document](#)

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May 2011– –978-92-821-0293-0 – 360 pages – € 75

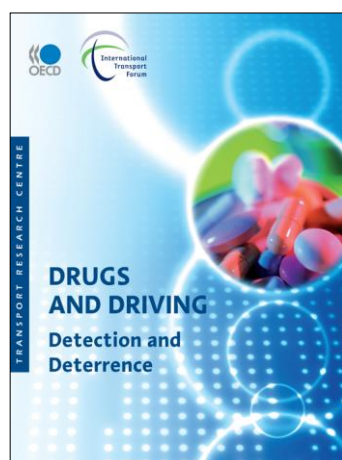


Drugs and Driving: Detection and Deterrence

Driving while impaired by drugs – whether licit or illicit – has emerged as an important road safety issue. This report provides a state-of-the-art review of the role and impact of drugs in road accident risk. It reviews the legislation, deterrence and roadside detection practices in member countries as well as preventative measures to combat drug use while driving. It provides recommendations on strategies to adopt in addressing this issue, with a view to contributing to a safe system approach and saving further lives on the roads.

Download the [Summary Document](#)

November 2010 –978-92-821-0275-6 – 55 pages – € 35



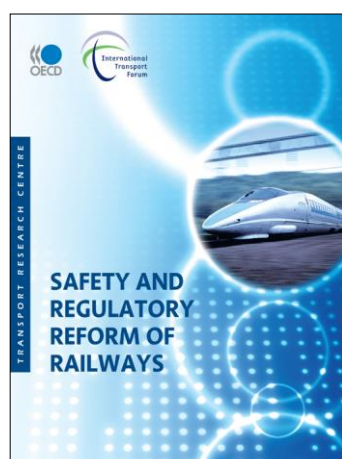
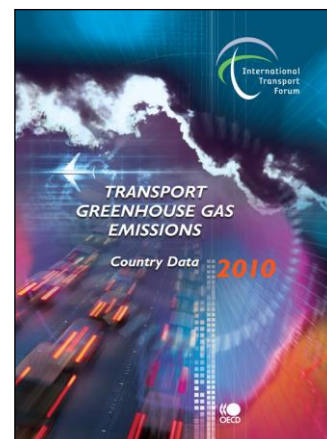
Reducing Transport Greenhouse Gas Emissions: Country Data. 2010

This report provides a brief update of greenhouse gas emission trends from the transport sector and discusses the outcome of the United Nations Conference of the Parties to the Framework Convention on Climate Change held in December 2009 in Copenhagen. It is based on material collected for the OECD-ITF Joint Transport Research Committee's Working Group report on GHG emission reduction strategies which will be released later in 2010

The report besides providing data on Co2 emissions of ITF Member Countries also includes data on certain non-ITF economies.

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December 2010– 79 pages – free



Safety and Regulatory Reform of Railways

Does deregulation reduce rail safety? Many countries have envisaged or implemented pro-competitive regulatory reforms of their rail sectors. Concerns have been voiced regarding the impact of these reforms on rail safety performance, especially in cases of reforms that have privatised or deregulated state ownership and control of railways.

This report addresses these concerns with a detailed investigation of pre- and post-reform rail safety data in countries where complete and comparable data exists..

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October 2010 –978-92-821-0283-1 – 55 pages – free

Airport Regulation Investment and Development of Aviation

Adequate airport capacity is crucial to allowing the global economy to grow. Present regulatory arrangements are not efficient because the airline and airport markets have changed enormously over recent years. There is scope to do much better

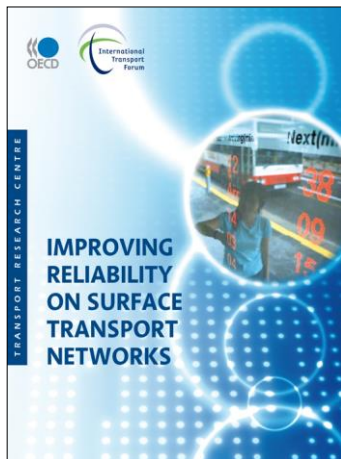
The challenge is to create conditions for efficient infrastructure development in a sector where in some circumstances some airports have market power and might abuse this position. It is important that regulatory intervention only occurs where it is actually needed as it is costly in terms of administrative effort and altering the market. All regulatory controls on the pricing of aviation services carry the risk of getting investment incentives wrong.

This report reviews recent experience with airport regulation on the basis of discussions at the International Transport Forum between leaders of airlines and airports together with regulators and economists.

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May 2010– 69 pages – free





Improving Reliability on Surface Transport Networks

Passengers and freight shippers alike want reliable transport services. Surprisingly, little research has been undertaken in incorporating reliability into the assessment of transport projects despite the increasing importance of scheduling in economic activities.

This report provides policy makers with a framework to understand reliability issues, to incorporate reliability into project assessment and to design reliability management policies. It also explores a range of reliability performance measures. Case studies across OECD and ITF countries provide examples of several core policy tools that can be used to deliver more reliable networks in a cost-effective manner

The report makes significant progress in identifying appropriate methodology for incorporating reliability into policy and project evaluation, as well as exploring the pitfalls that need to be avoided.

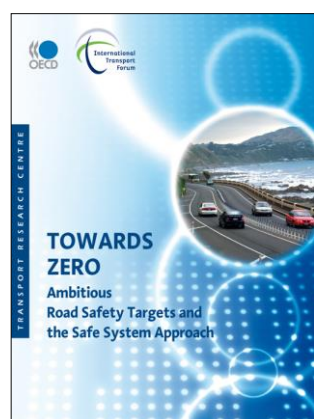
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May 2010 – 978-92-821-0241-1 – 164 pages – free

Effective Transport Policies for Corporate Mobility Management

Many companies and other large employers have put in place initiatives to address the traffic-related nuisances generated by their activities and, in particular, the traffic generated by their workers and customers. Such Corporate Mobility Management (CMM) initiatives are the focus of this report which investigates the success factors in individual best practice cases at the company level as well as the roles, if any, public authorities can play in facilitating the uptake of CMM. The report provides guidance to governments on effective strategies for addressing and mitigating the traffic generated by commuter and customer travel

April 2010 – 978-92-821-0249-7 – 104 pages – € 35



Towards Zero

Ambitious Road Safety Targets and the Safe System Approach

This report takes stock of recent developments and initiatives to meet increasingly ambitious road safety targets. It highlights the management changes required in many countries to implement effective interventions. It emphasises a strong focus on results and examines the economic case for road safety investment. It challenges the better performing countries to do more and strongly recommends the adoption of a Safe System approach with a long-term vision of no fatalities on the roads countries

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Also available in [Russian](#)

October 2008 – 978-92-821-0195-7 – 242 pages – free

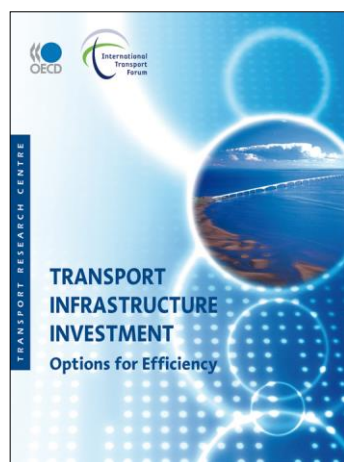
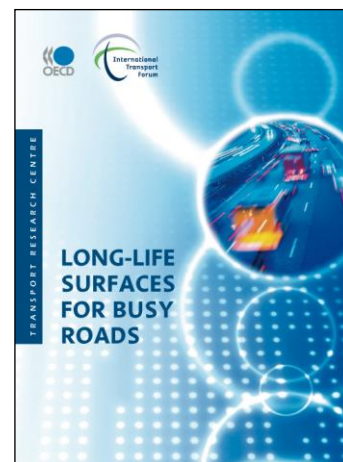
Long-Life Surfaces for Busy Roads

Long-life surfaces could substantially cut the costs of road works, including the delays they cause, especially on congested routes with heavy traffic. These surfaces use new materials that cost more than conventional asphalt and require special handling.

This report presents the results of collaborative research to evaluate the technical and economic potential of the most promising long-life surfaces and assist governments in weighing up the risks and advantages of introducing them on busy roads.

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May 2008 – 978-92-821-0158-2 – 186 pages – free



Transport Infrastructure Investment

Options for Efficiency

Many options are available to provide surface transport infrastructure – public ministries and agencies, public-private partnerships (PPPs), state-owned companies, private and non profit entities, and outright privatisation. There are also various means of paying for it, including user charging, subsidies, public borrowing or private financing.

This report examines key principles that should be considered by governments in deciding how to provide and pay for surface transport infrastructure, with a view to best serving societies' needs and employing public resources. It also considers the key issues that must be resolved in making more use of private financing and expertise.

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February 2008 – 978-92-821-0155-1 – 236 pages – free

Case-Specific Policy Analysis Reports

Case-Specific Policy Analysis Reports are topical studies on specific transport policy issues of concern to a country carried out by ITF on request.



Forecasting Airport Demand: Review of UK Airports Commission Forecasts and Scenarios

The Airports Commission was established by the Government of the United Kingdom to take an independent look at the UK's future airport capacity needs. It was tasked with setting out the nature, scale, and timing of steps needed to maintain the UK's status as an international hub for aviation, setting out recommendations on how to meet any need for additional airport capacity in the longer-term by the summer of 2015. Its recommendations to the Government are underpinned by a detailed review of the evidence as to how demand is likely to develop and the expected future pattern of the UK's requirements for international and domestic?

The Airports Commission asked the International Transport Forum for an external view on whether its forecasts yield plausible results, taking into account the ways in which the future of the aviation market may develop. The present report reviews the forecasts and discusses the appropriateness of the outputs produced and the robustness of the scenarios. This includes an examination of the approach to allocating traffic between London's airports. The work builds on reports on likely airline responses to runway expansion under some of the scenarios already published by the International Transport Forum.

This report is part of the International Transport Forum's Case-Specific Policy Analysis series. These are topical studies on specific issues carried out by the ITF in agreement with local institutions

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June 2015–39 pages – free PDF

Expanding Airport Capacity: Competition, Connectivity and Welfare. Discussion of options for Gatwick and Heathrow

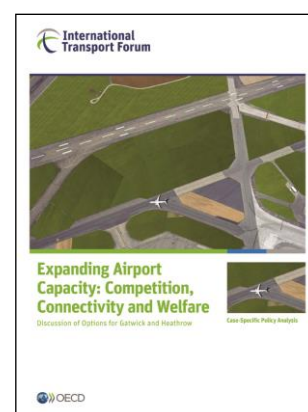
The Airports Commission was set up by the government of the United Kingdom in 2012 to take an independent look at the UK's future airport capacity needs. It was tasked with setting out the nature, scale, and timing of steps needed to maintain the UK's status as an international hub for aviation, setting out recommendations on how to meet any need for additional airport capacity by the summer of 2015. Its recommendations are underpinned by a detailed review of the evidence as to how demand is likely to develop and the expected future pattern of the UK's requirements for international and domestic connectivity.

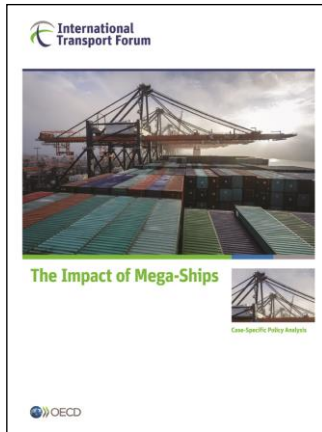
The Airports Commission asked the International Transport Forum for support in assessing the options with a quantitative analysis of the likely airline responses to capacity expansion. Two reports assessing impacts on competition and connectivity were published in 2014. The present report extends the analysis and deepens the assessment of welfare and competition effects in response to comments from stakeholders consulted by the Airports Commission. It also reviews potential options for steering the development of connectivity in an expanded London airports system.

This report is part of the International Transport Forum's Case-Specific Policy Analysis series. These are topical studies on specific issues carried out by the ITF in agreement with local institutions.

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June 2015– 72 pages – free PDF





The Impact of Mega-Ships

Container ships have grown incessantly over recent decades due to a continuous search for economies of scale by shipping lines. In the past this has contributed to decreasing maritime transport costs that facilitated global trade. However, the increase in container ship sizes and the speed with which that happens has consequences for the rest of the transport chain. They require infrastructure adaptations and productivity levels that increase costs for port operators, port authorities and other stakeholders in the supply chain. Moreover, mega-ships cause peaks in ports and put a strain on hinterland transports. Has a tipping point been reached, where further increases in ship size result in disproportionately higher port and hinterland costs? What are the impacts of mega-ships for the whole transport chain, and what could be done to optimise the use of mega-ships and mitigate negative impacts?

This study aims to answer these questions through a detailed assessment of the consequences of mega-ships for the different parts of the transport chains: maritime transport, ports, terminals and hinterland transport.

This report is part of the International Transport Forum's Case-Specific Policy Analysis series. These are topical studies on specific issues carried out by the ITF in agreement with local institutions

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May 2015–107 pages – free PDF

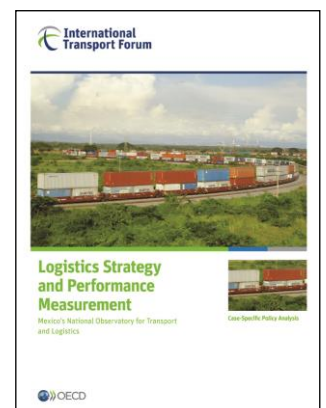
Logistics Strategy and Performance Measurement: Mexico's National Observatory for Transport and Logistics

Mexico has an effective transport and logistics sector that has provided the backbone for growth in the economy. Rapidly expanding trade requires improved performance to keep pace with demand. Good data will be needed to provide the evidence basis for efficient regulation and to underpin sometimes difficult reforms to improve performance. Marshalling this evidence will be the objective for the National Observatory for Transport and Logistics currently being established. Careful design of key performance indicators to leverage real improvement will be one of its most important tasks.

Preparations for the Observatory have been thorough and a very large data set for potential collection has been identified. Ultimately the Observatory will become an important repository of data and analytical reports but complete coverage will take several years to achieve. In the short term, priorities need to be set and efforts focused on key areas where data could make a significant difference to policy-making. Priorities will be determined by data availability, the legislative agenda for regulatory reform and areas identified for attention by industry and forwarders - in particular in making decisions to use Mexico as a gateway to North American markets. This report was prepared to help set the priorities for its initial phase of development. The issues considered are common to all countries seeking to improve the evidence base for policy-making in the transport and logistics sector.

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May 2015– 42 pages – free PDF





Impacts of Expanding Airport Capacity on Competition and Connectivity: The Case of Gatwick and Heathrow

The Airports Commission was set up by the Government of the United Kingdom in 2012 to take an independent look at the UK's future airport capacity needs. It has been tasked with setting out the nature, scale, and timing of steps needed to maintain the UK's status as an international hub for aviation, alongside recommendations for making better use of the UK's existing runway capacity by the end of 2013 and setting out recommendations on how to meet any need for additional airport capacity in the longer term by the summer of 2015.

In December 2013 the Commission published its Interim Report, which included a shortlist of three options for increasing the UK's aviation capacity in the long term: two at Heathrow and one at Gatwick. To determine which alternative would provide the largest benefits to passengers, freight businesses and the UK economy overall it is important to understand how airlines are likely to respond to increased runway capacity. This report summarises a quantitative analysis of the likely responses from airlines in all segments of the market building on a companion report that identifies the main drivers of airline behaviour and considers the possible influence of changes to existing business models and the introduction of new types of aircraft, such as the Boeing Dreamliner and Airbus A350.

Four sets of airline responses are modelled, two following expansion of Gatwick and two following expansion of Heathrow, to test outcomes under a range of scenarios for the overall development of the global aviation market.

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December 2014–107 pages – free PDF

Air Service Agreement Liberalisation and Airline Alliances

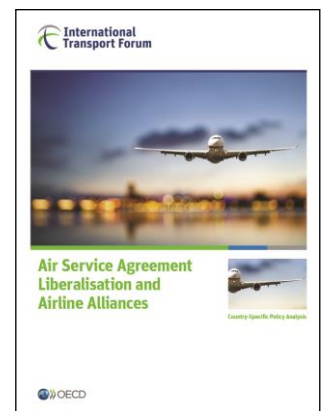
This report examines key elements of bilateral air service agreements and recent trends towards liberalisation. It explores the linkages between air service agreements and international airline alliances. The report discusses issues related to antitrust reviews of proposed alliances and analyses the impact of liberalised air service agreements and alliances on competition and economic welfare.

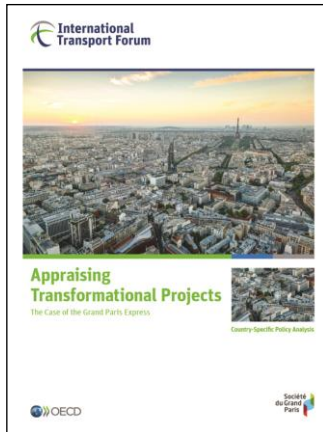
While liberalised or open-skies agreements generally do not include stipulations for authorising airline alliances, their provisions usually change market conditions sufficiently to meet the requirements of competition authorities, facilitating authorisation and unlocking connectivity and efficiency benefits..

This report is part of the International Transport Forum's Country-Specific Policy Analysis (CSPA) series. These are topical studies on specific transport policy issues of concern to a country carried out by ITF on request.

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December 2014– 79 pages – free PDF





Appraising Transformational Projects: The Case of the Grand Paris Express

A well-executed economic appraisal can demonstrate to the decision maker whether investment in a project represents a good use of resources and inform the decision to approve the scheme, postpone it or reject it. But the micro-economic partial equilibrium foundations of cost-benefit analysis are challenged by projects such as the Grand Paris Express, a scheme which is intended to transform the level of economic development in the area it will serve.

There are multiple challenges for modelling, forecasting and appraisal. These include definition of the counterfactual do-nothing or do-something-else case and representation of the economic system in which population, employment and income is contingent upon whether or not the scheme is undertaken. Crucially, the practical implications of concepts such as the economic benefits of agglomeration have to be unravelled to predict the behaviour of the sectors whose responses to changes in accessibility are key determinants of the outcome of investment in the project.

The aim of this report is to review the conduct of appraisal in these challenging conditions. This report is part of the International Transport Forum's Country-Specific Policy Analysis (CSPA) series. These are topical studies on specific transport policy issues of concern to a country carried out by ITF on request.

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November 2014– 58 pages – free PDF

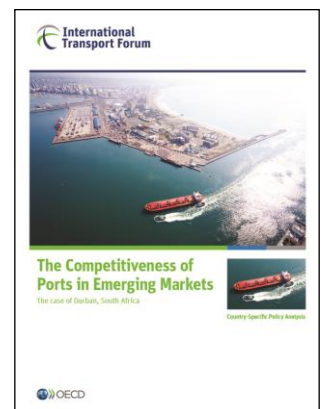
The Competitiveness of Ports in Emerging Markets: The case of Durban, South Africa

How competitive is the port of Durban? What are its main impacts, in terms of economy, environment and traffic? And how well do policies manage to increase local benefits of the port, and mitigate the negative impacts? These are the questions that this publication aims to answer. Its three chapters provide an evaluation of port performance, an analysis of port impacts and an assessment of policies.

This report is part of the International Transport Forum's Country-Specific Policy Analysis (CSPA) series. These are topical studies on specific transport policy issues of concern to a country carried out by ITF on request.

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Expanding Airport Capacity: Competition and Connectivity. The case of Gatwick and Heathrow

The Airports Commission was set up by the Government of the United Kingdom in 2012 to take an independent look at the UK's future airport capacity needs. It has been tasked with setting out the nature, scale, and timing of steps needed to maintain the UK's status as an international hub for aviation, alongside recommendations for making better use of the UK's existing runway capacity by the end of 2013; and setting out recommendations on how to meet any need for additional airport capacity in the longer-term by the summer of 2015.

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This report examines the likely responses from airlines in all segments of the market: the local hub carrier, BA, other network airlines, short and long haul low-cost carriers and charter airlines. It identifies the main drivers of airline behaviour and considers the possible influence of changes to existing business models and the introduction of new types of aircraft, such as the Boeing Dreamliner and Airbus A350. The report develops six sets of responses, three following expansion of Gatwick and three following expansion of Heathrow, to test the likely evolution of the market. As the future of the highly dynamic aviation market is uncertain, it checks the resilience of each across five different scenarios of how the global aviation sector may develop in the future. The analysis maps the implications for connectivity and potential benefits to the consumer through airline competition and relieving congestion at airports and reducing the associated economic rents

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Freight Railway Development in Mexico

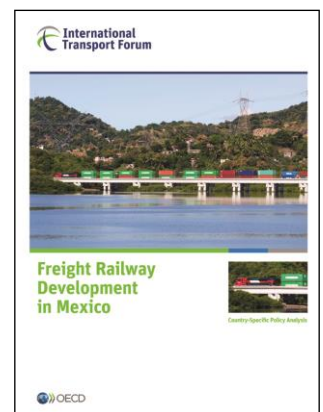
Mexico has seen a transformation of its freight railway in the last fifteen years, from a declining operation increasingly dependent on large government subsidies, to a very productive and technologically improved system that operates profitably without public subsidy. The country's rail system is now a key driver in the cross-border integration of the manufacturing sector that has developed under the North American Free Trade Agreement and the productivity benefits this generates for the region. The performance of the Mexican rail system is therefore of strategic importance not only to Mexico but to North America as a whole.

Effective competition within railways and with other modes of transport has a strong positive influence on cost efficiency, tariffs and rail service quality. At the same time, the nature of railway cost structures suggest that unconstrained head-to-head competition between operators on the same tracks can lead to some loss of operational economies of scale and scope. This study reviews the performance of Mexico's freight railways and the strengths and weaknesses of the current framework for competition in rail freight. It examines the commercial and public policy objectives for the sector and the performance of the national industry over time. It also benchmarks performance against railways in other countries with a similar market potential for rail transport.

This report is part of the International Transport Forum's Country-Specific Policy Analysis (CSPA) series. These are topical studies on specific transport policy issues of concern to a country carried out by ITF on request

<http://www.internationaltransportforum.org/Pub/pdf/14MexicoRail.pdf> Download

May 2014– 38 pages – free PDF



Corporate Partnership Board Reports

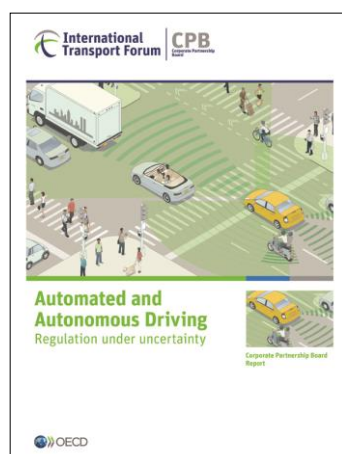
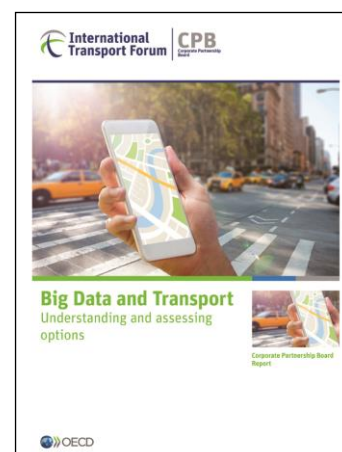
Big Data and Transport: Understanding and assessing options

This report examines issues relating to the arrival of massive, often real-time, data sets whose exploitation and amalgamation can lead to new policy-relevant insights and operational improvements for transport services and activity. It is comprised of three parts. The first section gives an overview of the issues examined. The second broadly characterises Big Data, and describes its production, sourcing and key elements in Big Data analysis. The third section describes regulatory frameworks that govern data collection and use, and focuses on issues related to data privacy for location data.

The work for this report was carried out in the context of a project initiated and funded by the International Transport Forum's Corporate Partnership Board (CPB). CPB projects are designed to enrich policy discussion with a business perspective. Led by the ITF, work is carried out in a collaborative fashion in working groups consisting of CPB member companies, external experts and ITF researchers.

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May 2015 –64 pages – free PDF



Automated and Autonomous Driving: Regulation under uncertainty

Many cars sold today are already capable of some level of automated operation, and prototype cars capable of driving autonomously have been and continue to be tested on public roads in Europe, Japan and the United States. These technologies have arrived rapidly on the market and their future deployment is expected to accelerate. Autonomous driving promises many benefits: improved safety, reduced congestion and lower stress for car occupants, among others..

But authorities will have to adapt existing rules and create new ones in order to ensure the full compatibility of these vehicles with the public's expectations regarding safety, legal responsibility and privacy. This report explores the strategic issues that will have to be considered by authorities as more fully automated, and ultimately autonomous, vehicles arrive on our streets and roads. The report was drafted on the basis of expert input and discussions amongst project partners in addition to a review of relevant published research and position papers.

The work for this report was carried out in the context of a project initiated and funded by the International Transport Forum's Corporate Partnership Board (CPB). CPB projects are designed to enrich policy discussion with a business perspective. Led by the ITF, work is carried out in a collaborative fashion in working groups consisting of CPB member companies, external experts and ITF researchers.

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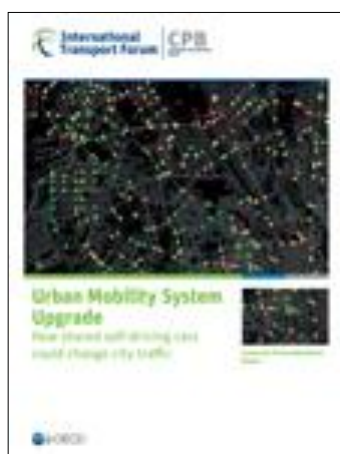
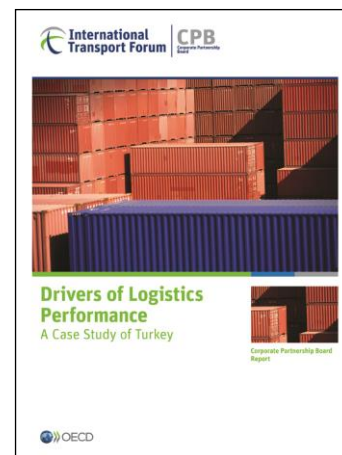
Drivers of Logistics Performance: A case study of Turkey

This report discusses the importance of logistics performance and assesses this performance in the context of national competitiveness, following the composition of The World Bank's Logistics Performance Index. Countries can significantly improve their ability to trade competitively in international markets by implementing efficient policies. Based on qualitative and quantitative data on the logistics performance in Turkey we draw broader policy insights for the improvement of logistics performance. The report finally suggests an approach that could be used in assessing trade logistics performance in middle and high income countries..

The work for this report was carried out in the context of a project initiated and funded by the International Transport Forum's Corporate Partnership Board (CPB). CPB projects are designed to enrich policy discussion with a business perspective. Led by the ITF, work is carried out in a collaborative fashion in working groups consisting of CPB member companies, external experts and ITF researchers.

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Urban Mobility System Upgrade: How shared self-driving cars could change city traffic

What if all trips in a city were carried out by a fleet of self-driving cars shared by users? This study explores the potential outcomes of such a radical upgrade in an urban mobility system. It concludes that up to 9 out of 10 conventional cars could become redundant under certain circumstances. Vast amounts of public space would be freed for other uses in such a scenario. However, the total volume of travel increases in most scenarios and the net benefit of such an urban mobility system upgrade decisively depends on the choice of vehicle type, the level of penetration and the availability of high-capacity public transport to complement the shared self-driving car fleet..

The work for this report was carried out in the context of a project initiated and funded by the International Transport Forum's Corporate Partnership Board (CPB). CPB projects are designed to enrich policy discussion with a business perspective. Led by the ITF, work is carried out in a collaborative fashion in working groups consisting of CPB member companies, external experts and ITF researchers

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April 2015– 34 pages – free PDF

Symposium on Transport Economics and Policy

The Future for Interurban Passenger Transport: Bringing citizens Closer Together

18th International ITF/OECD Symposium on Transport Economics and Policy

Economic growth, trade and the concentration of population in large cities will intensify demand for interurban transport services. Concurrently, the need to manage environmental impacts effectively will increase. How successful we are in coping with demand will depend on our ability to innovate.

These conference proceedings bring together ideas from leading transport researchers from around the world related to the future for interurban passenger transport. A first set of papers investigates what drives demand for interurban passenger transport and infers how it may evolve in the future. The remaining papers investigate transport policy issues that emerge as key challenges: when to invest in high-speed rail, how to regulate to ensure efficient operation, how to assign infrastructure to different types of users, and how to control transport's environmental footprint by managing modal split and improving modal performance.

.May 2010 – 978-92-821-0265-7 – 556 pages – € 140



Benefiting from Globalisation

Transport Sector Contribution and Policy Challenges

17th International ITF/OECD Symposium on Transport Economics and Policy

Transport is at the heart of globalisation, indeed the term would be meaningless without the ability to move goods and people around the planet. The opportunities for individuals and businesses to benefit from globalisation are increased by efficient, cost-effective transport networks. A competitive, responsive, well-organised transport sector facilitates trade, but creating the conditions for this poses policy challenges that must be tackled if transport is to contribute fully to globalisation.

This was the main theme of the 17th ITF/OECD Symposium. The discussions were organised around five sub-themes, drawing on 17 introductory reports covering fields ranging from “data and trends” to issues relating to “transport policy and regional integration”.

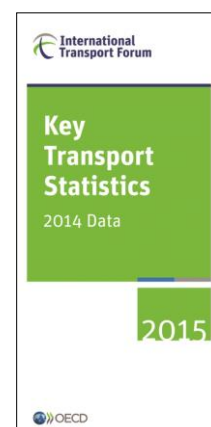
September 2008 – 978-92-821-0168-1 – 466 pages – € 130

Key Transport Statistics 2015

Based on the International Transport Forum's quarterly transport database this leaflet is published each year in May. It provides the reader with preliminary 2014 data for more than a dozen selected indicators on three inland transport modes, for ITF member countries. It also presents graphs and a short analysis of the transport activity in the global economic context highlighting main changes over the previous year.

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May 2015 – 6 pages – free PDF



ITF Transport Outlook 2015

The ITF Transport Outlook examines the development of global transport volumes and related CO2 emissions and health impacts through to 2050. It examines factors that can affect supply and demand for transport services and focuses on scenarios illustrating potential upper and lower pathways, discussing their relevance to policy making

This edition presents an overview of long-run scenarios for the development of global passenger and freight transport volumes, with emphasis on changes in global trade flows and the consequences of rapid urbanisation. It focuses on the characteristics of mobility development in developing countries, from Latin America to Chinese and Indian cities, highlighting the importance of urban mobility policies for the achievement of national and global sustainability goals.

Chapter 1. Near-term outlook for economy, trade and transport

Chapter 2. Surface transport demand in the long-run

Chapter 3. International freight and Co2 emissions to 2050 Chapter 4. Urban passenger transport scenarios for Latin America, China and India

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January 2015 – 978-92-821- 0764-5– 172 pages – € 40

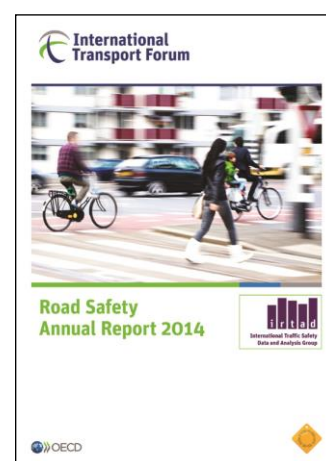
Road Safety Annual Report 2014 (IRTAD)

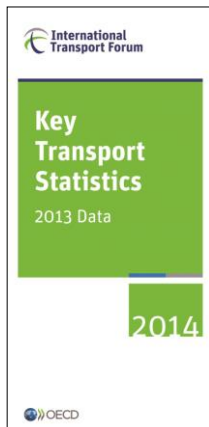
The IRTAD Annual Report 2014 provides an overview for road safety indicators for 2012 in 37 countries, with preliminary data for 2013, and detailed reports for each country.

The report outlines the crash data collection process in IRTAD countries, describes the road safety strategies and targets in place and provides detailed safety data by road user, location and age together with information on recent trends in speeding, drink-driving and other aspects of road user behaviour..

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May 2014 –526 pages – free PDF





Key Transport Statistics 2014

Based on the International Transport Forum's quarterly transport database this leaflet is published each year in May. It provides the reader with preliminary 2013 data for more than a dozen selected transport indicators as well as total imports and export values for ITF member countries. It also presents graphs and a short analysis of the transport activity in the global economic context highlighting the main changes over the previous year..

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May 2014 – 6 pages – free PDF

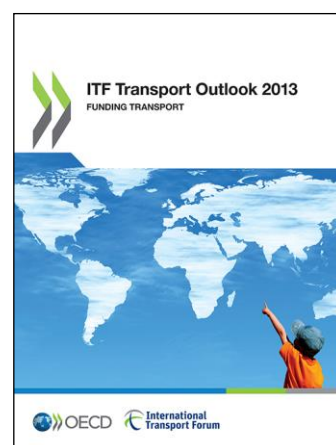
Transport Outlook 2013

Funding Transport

The ITF Transport Outlook brings together scenario analysis for the long term with statistics on recent trends in transport. It identifies the drivers of past and possible future trends and discusses their relevance to policy making. Factors that could drive supply and demand for transport services to higher or lower bounds are identified and their potential impact explored.

This edition presents an overview of long-run scenarios for the development of global transport volumes through 2050. The analysis highlights the impact of alternative scenarios for economic growth on passenger and freight flows and the consequences of rapid urbanisation outside the OECD on overall transport volumes and CO2 emissions. It includes a Latin American urban transport case study that explores specific characteristics of urban development and their long-term effects in urban mobility, modal shares and related CO2 emissions in the developing world.

December 2013 – 978-92-821-0392-0 – 150 pages – € 30

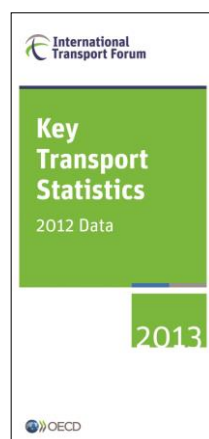


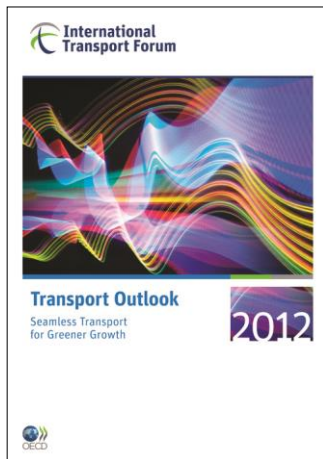
Key Transport Statistics 2013

Based on the International Transport Forum's quarterly transport database this leaflet is published each year in May. It provides the reader with preliminary 2012 data for more than a dozen selected transport indicators as well as total imports and exports values for ITF member countries. It also presents graphs and a short analysis of the transport activity in the global economic context highlighting the main changes over the previous year.

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May 2013 – 4 pages – free PDF





Transport Outlook 2012

Seamless Transport for Greener Growth

The mobility projections in this Transport Outlook indicate that global passenger transport volumes in 2050 could be up to 2.5 times as large as in 2010, and freight volumes could grow by a factor of four. Emissions of CO₂ grow more slowly because of increasing energy efficiency, but may nevertheless more than double.

The projected evolution of mobility depends on income and population growth, and on urbanization. The relation between framework conditions and mobility is uncertain and not immutable and the Transport Outlook examines a number of plausible policy scenarios including the potential effects of prices and mobility policies that are less car-oriented in urban settings. Low car ownership with increased two-wheeler use and somewhat lower overall mobility results in much lower emissions of CO₂.

Mobility policies can slow down CO₂ emission growth but cannot by themselves stop it; energy technology is the key to actually reducing the transport sector's global carbon footprint.

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May 2012 – 61 pages – free



Trends in the Transport Sector 1970-2010

How have the passenger and freight transport sectors evolved in recent years and during the crisis? And what about road safety? This publication presents data on global trends in the transport sector with up-to-date figures on the impact of the recent economic crisis

In addition to highlighting major trends in the transport sector, this brochure provides the reader with the latest statistics on transport markets in the International Transport Forum member countries for the period 1970-2010 for all modes of transport.

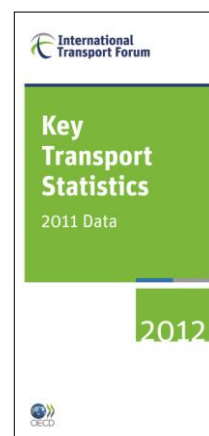
September 2012 – 978-92-821-0371-5 – 77 pages – € 28

Key Transport Statistics 2012

Based on the International Transport Forum's quarterly transport database this leaflet is published each year in May. It provides the reader with preliminary 2011 data for more than a dozen selected transport indicators as well as total import and export values for ITF member countries. It also presents graphs and a short analysis of the transport activity in the global economic context highlighting the main changes over the previous year.

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May 2012 – 4 pages – free





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August 2011 – 978-92-821-0359-3 – 92 pages – € 28

Transport Outlook 2011

Meeting the Needs of 9 Billion People

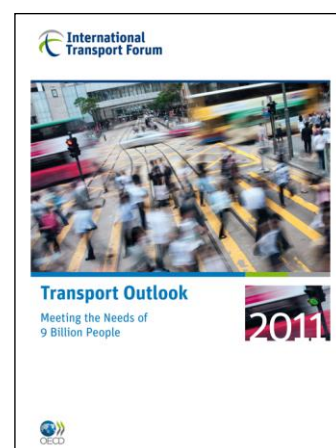
The world's population will reach 9 billion by 2050. Meeting their transport demands will be challenging. As both population and incomes rise, global passenger mobility and global freight transport volumes may triple by 2050. The International Transport Forum's 2011 Outlook examines these trends, exploring the factors that may drive demand even higher and the limits imposed by infrastructure capacity, fuel prices and policies to accommodate or limit potentially explosive growth of car use in rapidly developing countries

The Outlook traces scenarios for emissions of CO₂ from transport and the impact of policies to improve the fuel economy of conventional vehicles and promote the use of electric cars, including implications for fuel tax revenues. Trends in passenger car traffic are given particular attention, examining evidence for saturation of demand in high income countries.

The report also focuses on future directions for trade, as suggested by trends in the current economic recovery.

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May 2011 – 44 pages – free



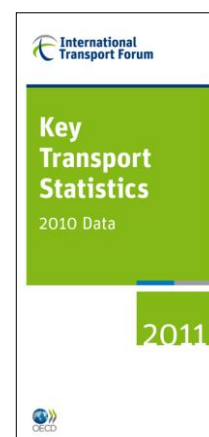
Key Transport Statistics 2011

Published earlier than comparable studies, these statistics provide the most recent figures on selected transport variables in the Forum countries and they throw light on transport activities during 2010.

This edition covers the impact of the global economic crisis on freight transport in ITF countries as well as latest road safety trends. It also contains 2010 data for national and international rail freight transport, passenger transport by rail, national and international road freight transport, road traffic, brand-new vehicle registrations, road fuel deliveries, road fatalities, national and international freight transport by inland waterways as well as statistics on countries' imports and exports in euros.

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May 2011 – 4 pages – free



IRTAD Annual Report 2010

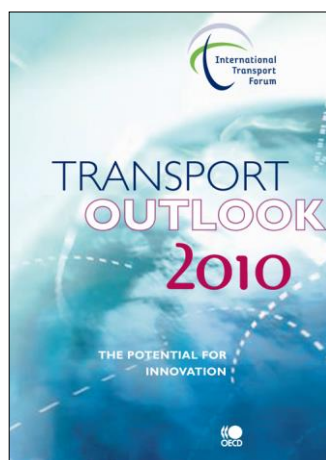
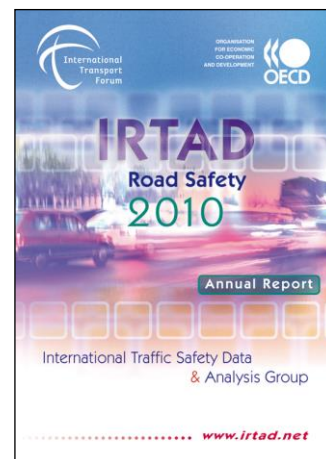
The second IRTAD Annual Report presents the activities of the IRTAD Group.

It also contains a synthesis of the main trends in the year 2009, as well as preliminary data for the year 2010 for 31 countries, in terms of the evolution in the number of traffic deaths and crashes. It also presents long term trends in order to better understand the evolution taking place in different countries.

It includes detailed reports for each of these countries, focusing on safety performance since 1970, driving behaviour, national strategies and targets and performance towards these targets.

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December 2010 – 335 pages – free



Transport Outlook 2010

The Potential for Innovation

Growing population, increasing urbanisation and higher incomes will boost demand for transport and put great pressure on transport systems around the globe. This is one of the key findings of Transport Outlook 2010.

According to research by the ITF/OECD's Joint Transport Research Centre, the current crisis has had a relatively greater impact on trade and transport than previous economic downturns. This is reflected in very large volume and price effects, especially in freight transport. For the management of future greenhouse gas emissions from transport, the analysis strongly suggests that technologies to improve fuel economy and ultimately transform the energy basis of transport are the key..

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Trends in the Transport Sector 1970-2008

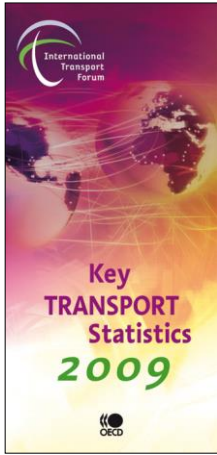
How have the passenger and freight transport sectors evolved in recent years? And what about road safety? This publication presents the most up-to-date statistics on transport markets in International Transport Forum countries for the period 1970-2008, including charts to highlight the major trends.

This brochure provides the reader with first-hand figures on key transport trends. Data are also provided on air and maritime transport as well as on investment and maintenance expenditures undertaken in the transport sector.

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June 2010 – 978-92-821-0271-8 – 88 pages – free





Key Transport Statistics 2009

Published earlier than comparable studies, these statistics provide the most recent figures on selected transport variables in the Forum countries and they throw light on transport activities during 2009.

This edition covers the impact of the global economic crisis on freight transport in ITF countries. It also contains 2009 data for national and international rail freight transport, passenger transport by rail, national and international road freight transport, road traffic, brand-new vehicle registrations, road fuel deliveries, road fatalities, national and international freight transport by inland waterways as well as statistics on countries' imports and imports in euros..

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May 2010 – Free

IRTAD Annual Report 2009

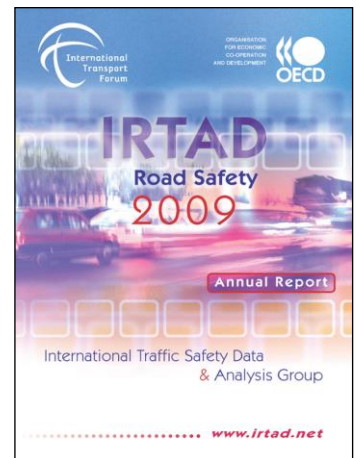
.This first IRTAD Annual Report presents the activities of the IRTAD Group.

It also contains a synthesis of the main trends in the year 2008, in terms of the evolution in the number of traffic deaths and crashes. It also presents long term trends in order to better understand the evolution taking place in different countries.

The report has detailed reports from 27 countries focusing on accident data, analysis of safety trends by road user category, analysis of specific safety issues such as speeding, drink driving, the wearing of safety belts and helmets. The report also details national strategies in place in IRTAD countries, including targets and performance in meeting these targets.

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January 2010 – 222 pages – free



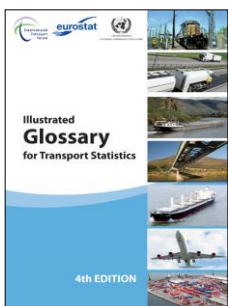
Illustrated Glossary for Transport Statistics. 4th Edition

The present edition is the result of continuing cooperation between three organisations (Eurostat, UNECE and ITF), that – through the action of the Intersecretariat Working Group - have put a sustained effort into meeting the need to harmonise transport statistics at the international level.

The Glossary now comprises 535 definitions and represents a point of reference for all those involved in transport statistics.

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July 2009 – 183 pages – Free



Trends in the Transport Sector 1970-2007

How have the passenger and freight transport sectors evolved in recent years? And what about road safety? This publication presents the most up-to-date statistics on transport markets in International Transport Forum countries from the period 1970-2007, including charts to highlight the major trends.

Published earlier than comparable studies, this brochure provides the reader with first-hand figures on key transport trends. Data are provided on air and maritime transport as well as on investment and maintenance expenditures undertaken in the transport sector.

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June 2009 – 978-92-821-0159-9 – 80 pages – free



Key Transport Statistics 2008

Published earlier than comparable studies, these statistics provide the most recent figures on selected transport variables in the Forum countries and they throw light on transport activities during 2008.

This leaflet contains 2008 data for national and international rail freight transport, passenger transport by rail, national and international road freight transport, road traffic, brand-new vehicle registrations, road fuel deliveries, road fatalities, national and international freight transport by inland waterways as well as statistics on countries' imports and exports in Euros.

May 2009 – Free



Transport Outlook 2009

Globalisation, Crisis and Transport

Globalisation, Crisis and Transport

This Outlook focuses on the evolution of GDP itself and how this evolution interacts with transport demand and investments in transport infrastructure. Then it discusses projections of the demand for road transport, aviation, and maritime transport.

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May 2009 – Discussion Paper 2009-12 – 24 pages – free





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