



2021 ITF ANNUAL CONSULTATION WITH INTERNATIONAL ORGANISATIONS
WEDNESDAY 10 FEBRUARY 2021, 14.00 - 16.00 CET (via Zoom)
SUMMARY OF KEY POINTS

Context

The ITF Annual Consultation provides an opportunity for the International Transport Forum (ITF) and its partner international organisations to engage in an open dialogue around the main themes of the ITF Annual Summit. In addition, an integral part of this meeting is an informal consultation on how questions related to gender equality in transport should be addressed at the Summit.

In January 2020, the ITF held the consultation meeting on the Summit theme *Transport Innovation for Sustainable Development*. Based on the inputs received from the international organisations during this consultation, the Summit programme was refined. However, due to the Covid-19 crisis, the Summit was postponed to 26-28 May 2021, and its programme further adjusted to reflect the impact of Covid-19 on innovation in transport.

Objective and thematic scope

International organisations shared their perspectives on the revised 2021 Summit programme: *Transport Innovation for Sustainable Development: Reshaping Mobility in the Wake of Covid-19*.

The Covid-19 crisis has profoundly affected all spheres of our private and public lives, including the ways we move around our cities and communities. Travel restrictions, border closures, and confinement measures have had an immediate impact on transport, prompting fears of permanent job losses and business failures among transport operators and many service providers linked to them.

The Covid-19 crisis in the transport sector has necessitated a strong policy response from governments; many have reacted to the pandemic by ensuring transport networks are organised in a way that limits the spread of the virus. Governments also devised plans and support programmes to help the transport sector reboot mobility during the pandemic. Going forward, policymakers will need to focus on reshaping the transport sector to provide connectivity in a safe, sustainable, and inclusive way.

In this context, the consultation featured breakout group discussions on the following themes:

- 1) Better connectivity and resilient infrastructure
- 2) Equitable access for all travelers
- 3) Inclusive transport workforce
- 4) Environmental sustainability
- 5) Safety and security.

This note presents key outcomes of the discussions in the breakout groups.

Breakout group 1: Better connectivity and resilient infrastructure

The Covid-19 crisis has highlighted the importance of resilient transport networks to ensure that essential trips and shipments of goods continue during the pandemic. This crisis also raised interest in taking action to mitigate risks stemming from human pressure on natural systems, leading countries around to pledge to “build back better” by allocating funds for sustainable, inclusive, resilient, low-carbon, and circular economy-based solutions.

Innovation in transport can play an essential role in **restoring connectivity** in the wake of Covid-19. Digitalisation, as the main pillar of innovation, can help optimise transport networks, reduce their environmental impact, and deliver overall improvements in the transport systems. Innovation can facilitate **multimodality** (*i.e.* inter-modality and interoperability) while fostering better connectivity. In this regard, the **compatibility of infrastructure** across the borders remains key. Innovative solutions and policies leading to trade facilitation, through the facilitation of border-crossing customs clearance, are important for better connectivity and resilience of transport.

Investments in infrastructure are necessary to enable transport vehicles to transition to low-carbon technologies. This implies investment in **electric vehicles** (EVs) since they have superior characteristics in terms of energy efficiency and the capacity to rely on low-carbon energy sources (in particular renewable energy). **Low-carbon hydrogen and hydrogen- and biomass-based fuels**, should be also mentioned in this regard, notably for long-distance transport.

The economic stimulus packages and recovery plans, which governments are now putting in place, often include the overarching climate strategies. With regard to transport, these packages focus on decarbonisation of the road transport sector, which accounts for 72 percent of all emissions from transport. In this context, other transport modes that are facing challenging paths to the recovery should be mentioned, this includes the aviation and public transport sectors.

Investment is key for the recovery, both in the short and long-term perspective. Massive investments, which will come up as a part of countries’ recovery plans, are providing an opportunity to modernise existing or design new infrastructure and help save natural resources. A growing green bond market, particularly within low carbon transport (for example rail), means that a significant share of investment could be financed by green bonds, alleviating pressure on traditional public financing sources.

Digitalisation helped to keep the transport networks running when the Covid-19 crisis started; more investment in digital services and data exchange needs to take place to increase resilience of the sector. In this regard, strong **cooperation among all stakeholders** is essential, involving governments, international organisations and the business sector. Bringing non-conventional actors and their innovations on board is important, such as asset management companies and blockchain technologies corporations.

There is also a need to distinguish between different types of innovation and policies concerning different regions of the world and their respective needs. For example, for developing countries connectivity is key to ensure that food or medicines can be delivered to where they are needed, and that people have access to them.

Breakout group 2: Equitable access for all travelers

Improving access, be it physical accessibility or spatial access, often requires innovative approaches to governance and land-use planning. The Covid-19 crisis has highlighted that “accessibility by design” is built neither into policy making nor transport infrastructure. This crisis has also revealed that transport systems are extremely fragile, and building resilience against shocks of different natures is crucial for the recovery.

The Covid-19 crisis, and related physical distancing requirements, imposed additional constraints on the use of space in cities, prompting cities to re-space their streets and reallocate space to more sustainable modes, such as walking, cycling, and micromobility (i.e. e-scooters, electric and pedal bikes). Governments should capitalise on this momentum, and continue **supporting infrastructure** that facilitates access to these modes. Public transport is now under stress, and its use may decrease in the short term. Going forward, it will be essential to support better integration between public transport and new mobility services, in terms of physical access and through integrating different modes via Mobility-as-a-Service (MaaS).

Accessibility is one of the building blocks of **shifting towards low-carbon transport**. Thus, strengthening measures to manage car traffic, and offering incentives to reduce the use of the most polluting modes, need to be part of the recovery plans. In this context, travel demand management remains an essential part of policies that aim to promote a shift towards more sustainable modes.

In urban areas, **micromobility** presents an opportunity to make a shift towards more sustainable transport, while helping to improve congestion, emissions, and air quality. Governments should consider supporting micromobility, and incentivising private sector innovation, rather than impeding it through overly restrictive regulatory practices. Governments could also subsidise these services, and look into new ways of fostering public-private partnerships (PPTs).

New business models will be required in urban areas where **informal transport services** are the only means to access opportunities and basic services. Governments may work with informal transit systems in cities to advance innovation, improve services and promote decarbonisation. It is also important to consider remote and rural areas where providing public transport is not cost-efficient. Here, innovation in transport (such as automated vehicles, van-pooling and ride-sharing) can bridge accessibility gaps, by providing peripheral households with access to major transport nodes.

Innovation provides an opportunity to ensure that **persons with disabilities and the elderly** have access to transport, and thereby to opportunities and public services. This is an underserved group, with limited access to accessible buses, trains and ride hailing services. The Covid-19 crisis has worsened the situation, with public transport options shrinking for nearly everyone who does not drive a personal vehicle. The crisis also exposed a lack of progress in terms of passenger rights, with many assistance services being suspended during the crisis. This raises the question of how to ensure that the mobility needs of all transport user groups are properly addressed, even when transport systems are under shock. Going forward, it is essential that organisations representing persons with disabilities are involved in the policy making process that addresses these challenges.

Transport data is key for governments and policy-makers to better understand travel behavior and identify accessibility gaps. For instance, short walking trips are not captured by traditional data; therefore, coordination with mobile operators could be an important means of understanding how people move around. Similarly, obtaining data on cycling and the use of new mobility services will require partnerships with operators. Additionally, capacity building is necessary to analyse these data.

Breakout group 3: Inclusive transport workforce

The impact of the Covid-19 crisis on the transport workforce has been severe across all transport modes, exposing transport employees to health and safety risks, unemployment, and uncertainty concerning the future of the workplace.

Some transport sectors have been hit particularly hard by the crisis. Public transport employees have been exposed to the highest number of infections and deaths when compared with the workforces of other transport modes. Employees in the airline industry have been facing challenges related to employment stability due to the bankruptcy of 40 airlines. Similarly, in the maritime sector, the Covid-19 crisis has put immense pressure not only on seafarers but also on the port workers, with many employees unable to be relieved from ships, working continuously without a break, and sufficient access to medical care.

Protecting workers and ensuring their rights has become challenging, particularly for **workers in the informal economy** – many of whom are women – who lacked adequate labour and social protection prior to the Covid-19 crisis. Notably, in the Global South, where the proportion of informal workers reaches up to 85% of the passenger transport workforce, transport employees have faced an impossible choice of continuing their work without sanitary protection, or quitting their jobs without unemployment protection.

Concerning supply chains, the transport infrastructure projects have been halted, especially in rural areas. This disruption has had negative impacts on the workforce and has raised questions concerning financial liquidity, including for medium and small enterprises.

Gender imbalances in the workforce, and in all dimensions of the sector, have been even more prominent since the beginning of the Covid-19 crisis.

Meanwhile, **innovation – electrification, automation and new on-demand business models** – continues to have an important impact on transport workers. However, uncertainties remain with regard to how innovation will impact the transport workforce in the long term. For example, ports have witnessed rapid digitalisation through the implementation of maritime “single windows”. Similarly, in international aviation, travel documents are becoming increasingly digitalised.

In the wake of Covid-19, public transport may become more contactless (e.g. demand for digitalisation of travel documents, development of urban air mobility). This may have an impact on the transport workforce, notably, it may increase demand for a **digitally skilled workforce**.

The accelerated use of cashless payments in formal and informal transport may also have an important impact on transport workforces. Companies offering new platform-based services may become more dominant in cities, and fundamentally change employment models.

Implementation of innovative solutions in transport should be based on **consultation and dialogue between workers, employers and governments** to adopt and shape the best way forward. In addition, impact assessments (e.g. with regard to labour and gender) can provide useful tools to implement and deploy technologies and new business models.

Breakout group 4: Environmental sustainability

The Covid-19 crisis may present an opportunity to reshape transport networks to benefit the economy, society, and the environment. Awareness of the importance of environmental sustainability increased as many individuals experienced less noise and air pollution in connection with lower transport activity.

The economic stimulus packages and recovery plans that governments are now putting in place can provide an opportunity to create a recovery that is both **green and inclusive**, while also promoting action on long-term environmental challenges. Such action is needed to enhance the resilience of economies and societies in the face of accelerating environmental challenges. However, more investment will be needed in the wake of the Covid-19 crisis to help the sector decarbonise.

The transport sector needs to define a clear set of strategic messages about decarbonisation, so that investors can identify clear priorities and types of transport investments in the long-term, beyond the Covid-19 recovery.

Investing in **green public transport options** (such as the electrification of busses) and creating incentives to accelerate the green energy transition, in passenger and freight transport more widely, are crucial to achieving a decarbonised transport sector. Business models must also be improved to better manage **accessibility, enhance multimodality, better distribute resources and manage spaces**. For example, the acceleration of micro mobility should be further considered after the crisis to ensure that it remains a safe and sustainable means of mobility. This will require rethinking infrastructure planning in urban settings and taking into account any possible longer-term changes in mobility patterns induced by shifts to teleworking, nearshoring of businesses, and higher shares of personal mobility in urban travel.

Further **investment in rail is key for decarbonisation** of transport; it is necessary to enhance the competitiveness, attractiveness and affordability of this mode. Other modes of transport (such as electric cars and bikes) can be integrated into the rail system to achieve seamless and sustainable connectivity between different parts of the transport system.

Developing **zero-emissions fuels and vessels, and electrification of the terminals** is a critical path forward, but more needs to be done to decarbonise entire supply chains. Emissions can be reduced through more efficient supply chains, with the deployment of innovative technologies, but we need to shift mindsets, increase of public awareness, and change perceptions of public transport.

Raising public awareness is essential, as it is up to consumers to decide which modes of transport they choose. On this front, the sector needs to improve messaging about the decarbonisation of transport and provide information on the impact of different transport modes on the environment. This could lead to behavioural changes that are key to achieving environmental sustainability objectives in the sector in the long term.

Public-private partnerships (PPPs) across all sectors and dialogues involving all stakeholders can help build trust and collaborative policies. PPPs should be encouraged, for example, with regard to collecting and sharing mobility data.

Breakout group 5: Safety and security (focus on road transport)

The Covid-19 crisis has accelerated a trend towards more cycling and micro mobility, which has been transforming mobility in dense urban areas. These modes are often seen as a threat to road safety; yet, in the long term, they may become solutions for more safe and sustainable transport.

Innovation can support a **modal shift to active mobility**, notably cycling and walking, during the Covid-19 pandemic. This modal shift towards more sustainable mobility is considered a positive trend, yet challenges with regard to safety remain.

Road authorities are tasked with ensuring that enough space is allocated for cyclists and pedestrians, with temporary bicycle pop-up lanes and wider sidewalks respectively. Innovation can help support this transition, along with policy measures, such as safety assessment programmes of road infrastructures for cycling. In the wake of Covid-19, road authorities also need take measures to avoid traffic congestions.

Public transport has been severely affected by Covid-19; due to lockdowns and social distancing measures, the percentage of public transport users fell drastically. Similarly, Covid-19 may hinder the development of shared mobility. Better infrastructure for cycling (e.g. bike lanes, park-ride facilities) may encourage people to use micro mobility for their last-mile transit.

While safe infrastructure is key to support this modal shift, a **robust road safety policy for cycling and micromobility**, and appropriate enforcement of traffic rules are equally important to decrease casualties on roads. In this regard, speeding and its enforcement are critical for road safety. During the Covid-19 crisis, a sharp decrease in traffic has been observed, however, a notable increase in road speed has also been observed. As a result, children and other vulnerable road users – including pedestrians, cyclists, and micro mobility users – have been exposed to the dangers of accidents. Therefore, the “Global Plan for the Decade of Action for Road Safety”, with a strong argument to lower speed limit to 30 km/h in cities, should be addressed at the upcoming ITF Summit.

The reallocation of road space to cycling and walking also supports the **safety of school children**. Spaces around schools should be redesigned, from “just for cars and buses” to more friendly spaces for children, ensuring safe journeys to school. The current infrastructure and street design should be re-thought to promote cycling and walking, and embrace new mobility systems to make them safer for all vulnerable transport users, including children.

Motorcycles are still not always recognised in road safety policy frameworks (beyond regulation with regard to helmets), although **road safety** is strongly interrelated with motorcycle mobility and safety. For example, even though the mobility needs of motorcycles users increased during the crisis, drivers were not provided with enough opportunities to take driving lessons. Moreover, motorcycle lanes require more policy attention and research.

A question remains as to how the modal shift can be improved depending on the country’s economic profile and its public transport networks. The remedy for high-income countries will differ from that of low-income countries where motorcycles still serve as a dominant mode of transportation. Complementarity and intermodal design in transport planning should play a central role in solving these challenges.

ANNEX 1
LIST OF PARTICIPANTS

Organization	First Name	Last Name	Job Title
ACEA	Fuensanta	Martinez Sans	Director Transport Policy
ADB	Jamie	Leather	Chief of Transport Sector
Air Transport Action Group	Haldane	Dodd	Head of Communications
Association for European Transport	Aet	Pierluigi Coppola	Professor
BSEC PERMIS	Traian	Chebeleu	DeputySecretary-Generall
BSEC PERMIS	Michael B.	Secretary-General	Secretary General
BSEC PERMIS	Sergii	Kravchenko	Project Coordinator
C40 Cities	Daniel	Firth	Programme Director, Transport & Urban Planning
C40 Cities Climate Leadership Group	Kate	Laing	Zero Emission Areas Programme Manager
C40 Cities Climate Leadership Group	Emmanuelle	Pinault	Director of City Diplomacy
CER	Ethem	Pekin	Head of Economic Policy and Sustainability
CFPSAA	Thierry	Jammes	Expert en accessibilité
CONEBI	Manuel	Marsilio	General Manager
Conference of European Directors of Roads	Steve	Phillips	Secretary-General
Danube Commission Secretariat	Manfred	Seitz	General Director
ECLAC	Eliana	Barleta	Consultant
ECSA	Martin	Secretary-General	Secretary General
ECSA	Penny	Serveta	ECSA
ECSA	Claudia	Vella Casagrande	Director
ECTRI	Matina	Loukea	Co-leader ECTRI Task Force on Education and Training
ECTRI	Caroline	Secretary-Gener	Secretary General
ECTRI	Evangelos	Bekiaris	President
ECTRI	Lila	Gaitanidou	Co-leader ECTRI Thematic Group on Safety
EIM- European Rail Infrastructure Manager	Javier	Moreno	Technical manager
EIM- European Rail Infrastructure Manager	Bardo	Schettini	Director Operatioalns
EMTA	Ruud	van der Ploeg	Secretary-general
ERTICO	Jacob	Bangsgaard	CEO
ERTICO ITS Europe	Johanna	Tzanidaki	Director Innovation and Deployment
ETSC	Jenny	Carson	Project Officer
European Agency for Safety and Health at Work	Timothy	Tregenza	Senior Network Manager

European Barge Union EBU	Theresia	Hacksteiner	Secretary General
European Blind Union (EBU)	Erwin	Denninghaus	Technical Expert
European Civil Aviation Conference	Mark	Rodmell	Deputy Executive Secretary
European Disability Forum (EDF)	Mher	Hakobyan	Accessibility Officer
European Environment Agency (EEA)	Andreas	Unterstaller	Transport and Environment Expert
European Investment Bank	Lise	Weidner	Head of Strategic Roads Division
FEPOR	Lamia	Kerdjoudj Belkaid	Secretary General
FIA	Stefano	Ammirati	Director Global Advocacy & Road Safety
FIA Foundation	Kate	Turner	media manager
FIA Foundation	Sheila	Watson	Deputy Director
FIA Region I	Diogo	Pinto	Policy Director
Global Road Safety Partnership	David	Cliff	CEO
IADB	Nestor	Roa	Transport Division Chief
ICAO	Min	Xie	Planning and Performance Management Specialist
ICAO	Julie	Zabrodska	Officer
ICLEI - Local Governments for Sustainability	Yiqian	Zhang	Sustainable Mobility Officer
ICS	Natalie	Shaw	Director
IFP pat-accident prævention spain	Ole	Thorson	DR.
ILO	Alejandra	Cruz Ross	Transport Specialist
IMMA	Edwin	Bastiaensen	Secretary General
IMO	Heike	Deggim	Director
Inter-American Development Bank	Agustina	Calatayud	Head of Transport Research
Internal Road Assessment Programme	James	Bradford	Global Technical Director
International Air Transport Association	Stefano	Bertasi	Head, Vice-President Office Member and External Relations
International Chamber of Shipping	Georgia	Spencer-Rowland	Policy Officer
International Civil Aviation Organization (ICAO)	Maha	Mousavi	Partnerships Specialist
International Federation of Pedestrians	Mario	Alves	Secretary General
International Federation of Pedestrians	Geert	van Waeg	President
International Road Federation	Gonzalo	Alcaraz	Senior Manager Innovation
International Road Federation	Julia	Funk	Senior Programme Manager & Head of Statistics
International Road Federation	Brendan	Halleman	VP, ECA
International Road Federation	Christopher	Hitz	Data Analyst
International Road Federation	Susanna	Director-General	Director General

International Transport Workers' Federation	Alana	Dave	Director of Urban Transport
iRAP	Greg	Smith	Managing Director, Strategic Projects
IRENA	Paul	Durrant	Head of End-use Sectors & Bioenergy
IRENA	Carlos	Ruiz	Associate Programme Officer
IRU	Jens	Hügel	Senior Adviser
IRU	Sagar	Singamsetty	Snr. Adviser, Passenger Transport
MaaS Alliance	Piia	Karjalainen	Secretary General
Median scrI Independent expert	Heather	Allen	Gender & Sustainable Transport Expert
OICA	Yves	van der Straaten	Secretary General
OSCE	Jan	Boelts	Economic Connectivity Officer
OTIF	Wolfgang	Küpper	Secretary General
PIANC	Francisco	Esteban	President
PIARC - World Road Association	Evelina	Åkesson	Technical Advisor for Partnership
PIARC - World Road Association	Miguel	Caso Florez	Technical Director
PIARC - World Road Association	Patrick	Mallejacq	Secretary General
POLIS	Karen	Vancluysen	Secretary General
PS IGC TRACECA	Asset	Assavbayev	Secretary General
PS IGC TRACECA	Baurzhan	Kussubayev	Head of Group of Experts
PS IGC TRACECA	Samira	Rafizade	Public Relations Expert
SHIFT2RAIL JOINT UNDERTAKING (EU)	Carlo M	Borghini	Executive Director
Shift2Rail JU	Monique	van Wortel	SNE Program Manager
SLOCAT	Mark	Major	Senior Advisor
SLOCAT Partnership	Maruxa	Cardama	Secretary General
Smart Freight Centre	Eszter	Toth-Weedon	Sr. Partnership Manager
Sustain2030	Holger	Dalkmann	CEO
UIC - International Union of Railways	Lucie	Anderton	Head of Sustainability
UIC - International Union of Railways	François	Davenne	DG
UIC - International Union of Railways	Vincent	Vu	Director Institutional Relations
UIRR	Ralf-Charley	Schultze	President
UITP	Dionisio	GONZÁLEZ	Director of Advocacy & Outreach
UITP	Sylvain	Haon	Sr Director strategy
UNCTAD	Frida	Youssef	Chief, Transport Section. Trade Logistics Branch - DTL
UNDISD/DESA	Daniela	Bas	Director
UNECE	Francesco	Dionori	Chief Transport Networks and Logistics
UN-ECLAC	Ricardo	Sanchez	Senior Economic Affairs Officer
UNIFE	Jean-Philippe	Peuziat	Head of Unit - Public Affairs
Union for the Mediterranean	Francesc	Carbonell	Head of Sector for Transport
UNWTO	Dr Dirk	Glaesser	Director, Sustainable Development of Tourism

Vilnius Gediminas Technical University	Algirdas	Šakalys	Researcher, President of the EWTCA
Walk21	Bronwen	Thornton	CEO
Walk21	Jim	Walker	Founder
WBCSD	Thomas	Deloison	Director
WBIA	Anna-Lena	Scherer	Delegate
WEF	Angie	Farrag-Thibault	Project Lead - Clean Trucking
World Bank	Gregoire	Gauthier	Sr Transport Specialist
World Bank	Gozde	Isik	Senior Transport Economist
World Bank	Binyam	Reja	Global Practice Manager
World Bank	Nancy	Vandycke	Program Manager
World blind union	Jose	Viera	CEO
World Trade Organization	Ruosi	Zhang	Counsellor
WTTC (World Travel & Tourism Council)	Jeff	Poole	Senior Vice President - Advocacy
