



TRANSPORT FOR **INCLUSIVE** SOCIETIES

THE 2022 ITF ANNUAL CONSULTATION WITH INTERNATIONAL ORGANISATIONS THURSDAY 20 JANUARY 2022, 14.00 – 16.15 CET (via Zoom)

SUMMARY

Context

On 20 January 2022, the ITF held the virtual Annual Consultation Day with International Organisations (“the Consultation”). The meeting focused on the forthcoming 2022 ITF Summit on Transport for Inclusive Societies, 18-20 May in Leipzig, Germany. The discussion and input provided by participants aimed at enriching the ITF’s preparation of the content for the 2022 Summit programme, including the Ministerial sessions.

Each year, the annual Consultation provides an opportunity for the ITF and its partner international organisations to engage in an open dialogue around the main themes of the forthcoming ITF Summit, and its priority topics.

Objective and thematic scope

The aim of the meeting was to provide international organisations with an opportunity to share their perspectives on the upcoming 2022 ITF Summit, highlighting current and emerging issues relevant to inclusive transport. These topics include climate change, supply chains, transport labour force, urban mobility, and road safety, as well as governance as a horizontal theme across these five issues.

The Consultation featured breakout group discussions focusing on key issues of the 2022 Summit programme. The breakout groups were dedicated to the most current and pertinent issues for transport policy makers as mentioned above. The Summit programme highlights these issues and they will be at the centre of Ministerial discussions at the Summit. The Consultation meeting was structured around five main themes:

1. Moving to “Net-Zero” while fostering inclusion
2. Resolving the global supply chain crisis, creating more resilient and inclusive networks
3. Urban mobility in the times of Covid-19: opportunities for greater inclusion
4. Pursuing a more inclusive and resilient transport workforce
5. Road safety and inclusion: progress towards 2030 targets

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

Breakout group 1: Moving to “Net-Zero” while fostering inclusion

Scope and questions for discussion

The ongoing Covid-19 crisis presents an opportunity to reshape transport networks to benefit the economy, society, and the environment. In this breakout group, participants shared their perspectives on the interface between climate change and inclusion, and the development of a just transition to Net-Zero. What is the interface between environmentally and socially sustainable transport? How can this interface, and its associated tensions and synergies, be addressed in the Summit programme?

Key points made in the discussion

- **All stakeholders should be included**

To achieve inclusive transport, the voices of all groups of society need to be included in the decision-making process with regard to transport planning. Zero or low-carbon solutions should be accessible and affordable to all transport users, including women, low income, people with disabilities, young, and elderly people. In particular, governments could play key role to identify barriers and exchange best practices on solutions in this regard.

- **The importance of public transport and modal shift**

It is necessary to rebalance the debate on decarbonising transport and inclusion. There should be a greater focus on green public transport, which can be a major solution for inclusion. The focus should be also on public transport to solve both global warming and inclusion challenges. Multi-modality, including enhancing interlinks between public transport and active travel, and digitalisation are key to improving efficiency and inclusivity with public transit.

- **Policies to be taken by governments**

There is an urgent need to foster debate on how governments can set ambitious goals around modal shift, incentivising people to make choices to use the most sustainable forms of transport; a paradigm shift in investment policy is key to achieving such a transport system. Funding, the development of standards, and incentives for behavioural change should be the focus of discussion, which takes into account the social cost of carbon. Another important issue is the development of multilateral frameworks for regulation to accelerate the transition towards Net-Zero. The ITF Summit could explore ways to accelerate legislative and regulatory changes that would foster inclusion and enhance further decarbonisation.

- **The need for a tailored approach to local conditions**

As social and geographical conditions vary from region to region, governments and policy makers should consider social inclusion and remain cautious about arguing that certain modes of transport are priorities over others. A global perspective is required concerning a just transition, balancing different perspectives and ensuring coherence. Emission reduction needs to happen fast, but this needs to take into account consumer understanding, take up and use.

- **The right balance between technology and regulation**

While technological progress will only increase in pace, the regulation does not advance as fast as technology. A more predictable global regulatory environment results in more incentives for the right investments; it is in everyone's interest to have an ambitious and global regulatory framework.

- **The potential of new technologies and their limitations**

The zero-emission vehicle technology remains an important lever for decarbonisation. It is important from an inclusive perspective to ensure access to this new technology. Zero-emission vehicle technology will have a significant impact on employment, not only in the automotive industry but also in public transport and other industries. In addition, Light Electric Vehicles (LEVs) offer huge potential to decarbonise road transport and improve inclusion. The vast range of LEVs offers huge opportunities to save on weight and energy and make roads safer, healthier, and improve overall wellbeing. LEVs are also much more inclusive for all genders, economic groups, and age groups. However, progress regarding technologies will not be sufficient to change users' behaviours. Within the constraints of current technology, policy makers should consider the scale of transport demand.

- **The importance of transport workers**

For a just transition to be successful, workers should be fully engaged, rather than simply minimising the damage in terms of job losses. Decarbonisation discussions at the Summit should look at the key principles in engaging workers around just transitions, and applying this across the transport sector. Analysing what the future workforce of the transport industry will look like is key. A diverse and well-trained workforce, who is able to use and implement the new technologies that will be required to decarbonise transport, is extremely important for the success of the just transition.

Breakout group 2: Resolving the global supply chain crisis, creating more resilient and inclusive networks

Scope and questions for discussion

Global supply chain networks are experiencing a period of unprecedented disruption. What new challenges are on the horizon for global logistics networks and how can governments and businesses prepare to address them? How can the Summit serve as a platform for all stakeholders to advance the discussions on the urgency of making transport networks more resilient and inclusive?

Key points made in the discussion

- **Challenges on the horizon for global logistics networks**

- Capacity shortages for container shipping show no sign of stopping in the near term. Labour shortages go beyond workers at ports. Truck driver shortages are also a problem, making carrier sourcing increasingly difficult.
- Rising freight costs are partly an effect of labour and capacity shortages already mentioned; this trend is likely to continue in the short term. High fuel prices, inflation, and driver shortages are also detrimental to the situation.
- Stakeholders seeking to build agility and resilience in complex supply chains need to focus on increasing transparency with the help of digital technology. Without increasing visibility, factors that affect operational efficiencies and cost growth are impossible to identify and mitigate.
- Consumer pressure on supply chains is increasing, such as the pressure for delivery speed and service convenience. To meet consumer demand, the industry will require agile thinking and, in many cases, supply chain restructuring.

- While recovering from the pandemic, we should not forget about putting Environmental, Social and Governance (ESG) plan into action. Companies that have been slower to adopt sustainable practices will need to strengthen and accelerate their efforts or face real consequences as more carbon taxation/pricing initiatives launch.

- **Role of governments and businesses to address challenges**

In order to address the challenges for global logistics networks, governments and businesses should work together with regard to the following areas of cooperation:

- Recognise the essential role of the transport workers, increase their wellbeing and safety.
- Improve digitalisation, IT and communications, as they are crucial to the development of modern logistics; in some countries, the poor reliability and high cost of IT services are hindering such a development.
- Solve consumer pressure issues; in this regard, the role of technology is crucial in building agility and control, as supply chains restructure to serve consumer demands. Customs modernisation is critical for fast border clearance. International gateways must leverage the right technology to improve the processes.
- Remove barriers to logistics (i.e. time delays, the higher costs of doing business and uncertainty caused by procedural issues). Governments should implement progressive regulations that help transport shipments and reduce physical contact at border crossings and during last-mile delivery.
- Foster strategic regulations in the following areas to address the sustainability question:
 - o Measuring and reducing greenhouse gas emissions
 - o Improving operational efficiency to reduce empty miles

- **The ITF Summit as a platform for discussions on more resilient and inclusive transport networks**

Discussions at the upcoming ITF Summit could focus on the following aspects:

- Stakeholders' cooperation to create a modern logistics system worthy of the collective challenges to help societies and economies recover from the Covid-19 pandemic.
- Foster horizontal/vertical cooperation between different stakeholders of the industry.
- Governments from different regions and countries need to coordinate and implement concerted policy measures.

Breakout group 3: Urban mobility in the times of Covid-19: opportunities for greater inclusion

Scope and questions for discussion

The Covid-19 crisis has brought questions related to inclusion in urban mobility to the fore. What are the opportunities and challenges for a transition to more inclusive urban mobility that provides better access to opportunities for all? What are the key questions in this regard on which the Summit debates should focus?

Key points made in the discussion

- **Relaunching the debate on the hierarchy of transport modes**

A debate on the hierarchy of modes should be established at the local level. The increase in active mobility is a significant opportunity coming out of Covid-19, while public transport suffered significant losses.

- At the top of the hierarchy is walking. This is the universal mode, if space allocation and design contribute to a safe environment for people regardless of disabilities. We can accelerate active mobility provision.
- Next in the hierarchy is cycling, which can increase inclusivity by leveraging e-bikes and well-designed, dedicated infrastructure. E-bikes can be part of personal and shared mobility as well as logistics.
- Thirdly, we must rebuild public transport as the backbone, and to consider where urban design and infrastructure, integration with shared mobility and automation play a role.
- Finally, we must prevent an increase in car use, dually focusing on reducing greenhouse gas emissions.

- **Shifting transport policies**

Transport policies can provide opportunities to change preferences. Space is a strong instrument to incentivise and dis-incentivise certain modes. In addition, policies can provide incentives for shifts in vehicle technologies/fuels for motorised transport, internalisation of costs to represent the true cost of transport modes and a shift in budget/investment priorities. Finally, safety needs to play a role in the sustainable transport agenda, looking at a shift in risk with respect to safety, security and the environment.

- **Promoting multimodality**

In order to compete with the private car mode, we need to promote multimodality. This requires physical integration of infrastructure and services, reallocation of space, as well as digital integration to be viable. To be successful, this also needs to consider behaviour change. The pandemic has shown how adaptable people can be, and promoting multimodality can incentivise behaviour change as a central part of recovery.

- **Better understanding of the impact of ITS**

Digitalisation, mobility data and data sharing plays an increasing role in urban mobility; Intelligent Transport Systems (ITS) can play an important part as well. How does data sharing and mobility data contribute to inclusion? How can they contribute to sustainable mobility provision? What are the consequences of the digital divide? Increasing amounts of data sharing and analysis are conducted on a commercial/bilateral basis, in formats that are not shareable or inter-operable. What if there was greater centralisation or streamlining? There is an abundance of detailed data which could be used for a number of benefits to help with these questions.

- **Building trust in digital solutions**

So far, multimodality and digital integration have been met with some hesitancy. Transparency and education are key to preventing mistrust of the digital platform. Embracing the consumer/end-user perspective will be essential to the take up of this.

Building digital competencies and ensuring that those working on digitalisation/ data initiatives at a city level have the tools and training to know how to implement them is key. To prevent bias, there needs to be identification of data gaps and an understanding of the digital divide.

- **Supporting cities to meet sustainability goals**

Beyond data and digitalisation, cities need to be better equipped to meet sustainability goals. There is a lack of understanding of interlinks between isolated topics, such as ITS, road safety, engineering etc. Local authorities have goals but reaching these goals can be difficult. How can resources and tools actually reach these stakeholders? How can we better engage at the local level to operationalise the knowledge that we produce at the ITF?

Cities acted at an unprecedented speed during the Covid-19 pandemic, though much of this was under extreme pressure. How can we keep some of this agility as we move forward? What are the resources needed to sustain this momentum?

- **Ensuring all voices are heard**

The ITF Summit should give a voice to everyone. The Covid-19 pandemic exacerbated transport poverty and disparities, outlining the need for diverse representation in terms of low, middle and high-income countries. It is necessary to see the needs of young and older populations represented, particularly the youth from low/middle-income countries who make up a significant portion of the population. Issues of transport poverty can only be addressed by looking beyond our own observations and incorporating these global and diverse voices.

Breakout group 4: Pursuing a more inclusive and resilient transport workforce

Scope and questions for discussion

The rapidly escalating challenges from the Covid-19 pandemic present critical workforce issues for the transport sector. What initiatives and policies can drive the shift towards a more inclusive and resilient transport workforce? What are the related questions that the Summit programme should address in this regard?

Key points made in the discussion

- **Decreasing the negative impacts of pandemic measures**

Governments should look at the impacts that the Covid-19 pandemic has brought to all transport workers and provide solutions to reduce the negative impacts of pandemic measures. Some transport workers have been less visible during the pandemic, and therefore so have the impacts of measures for them.

Seafarers have been some of the transport workers the most impacted negatively by Covid-19 measures. These transport workers represent a small part of the whole transport workforce (1.8 million worldwide) and yet take part in moving 85% of the goods we use. Yet, during the pandemic, these workers were particularly impacted by confinement measures that left them in many cases stuck at sea while being subject to health hazards. This could have been partially avoided with stronger implementation of existing international regulations for workers of international shipping activities.

- **Focusing on occupational health of transport workers**

The occupational health of transport workers should be higher in the policy agenda, during and after the Covid-19 pandemic. Covid-19 should be treated as an occupational health issue, not only as a public health one. Participants mentioned that looking after the health of essential transport workers during this pandemic requires that authorities and employers treat this disease as an occupational health hazard.

Overall, it is also important that authorities think about the occupational health of transport workers when developing transport policies. For instance, when developing policies for increasing access for disabled users, participants highlighted the importance of developing guidelines so that transport workers could help users enter vehicles while being mindful of their own physical health. Another important issue is setting up safe parking infrastructure for truck drivers.

- **Promoting gender parity and inclusion**

Authorities and employers need to further efforts to keep on promoting gender parity in the transport workforce. There are still barriers for making sure that women and men participate in the workforce on an equal footing. This is particularly the case in changing perceptions on gender roles on the caring responsibilities.

Allowing higher flexibility for men in parental leave and providing professional training for women could be one way forward, as well as potentially having longer-term impacts in positive career development for women and higher gender pay parity.

Participants also highlighted that while at the frontline, gender parity is still harder to achieve in hierarchical roles. It is still important to increase gender diversity at higher decision-making levels. Health and safety standards - particularly in transport vehicles - should be increased to allow women in the frontlines to work in proper conditions. Finally, it is also important to consider specific demographic characteristics that would make it harder to achieve gender parity, for instance, when it comes to ethnic minorities or workers with chronic illnesses or disabilities.

Better analysing and acknowledging progress of employers are important steps in making sure that the transport workforce is more inclusive. Participants presented outputs stemming from the Diamond project, assessing gender-specific needs in Europe's current and future transport systems. One of the outputs presented was an instrument which allows enterprises to assess the maturity of their fairness model, as well identifying areas in which they could further efforts to increase gender parity. For example, the 'Women in rail awards' aims at showcasing and rewarding individuals and companies who have made significant contributions to increase gender balance, equality, diversity and inclusion in the UK railway industry. These efforts were seen as positive incentives for enterprises to keep engaging in achieving a more inclusive transport workforce.

Breakout group 5: Road safety and inclusion: progress towards 2030 targets

Scope and questions for discussion

Countries around the world are facing the persistent challenge of meeting current road safety targets. In 2021, the United Nations proclaimed the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 percent from 2021 to 2030. In June 2022, the President of the UN General Assembly will convene a high-level meeting called "The 2030 horizon for road safety: securing a decade of action and

delivery". The 2022 ITF Summit, with its focus on inclusion, provides an opportunity for all stakeholders to discuss key issues on the road safety international agenda. What are the linkages, synergies and tensions between road safety and inclusion? How can transport policies best address these interfaces?

Key points made in the discussion

- **Focus of Summit sessions and impact on international policy making**

The participants in the breakout group strongly supported the focus of the Ministers' Roundtables (MRT) on Road Safety, as planned at the upcoming ITF Summit, on delivering the UN SDG target of halving deaths and serious injuries this decade and financing investment in road safety.

The 2022 Summit focus on inclusion puts an emphasis on the implementation of the Safe System approach, which is all about inclusion. The ITF report, which will be published during the Summit, is timely and should be discussed at the event.

It is important to regain the political momentum reached during the Stockholm ministerial conference in February 2020, which was unfortunately interrupted by the Covid-19 pandemic. The Summit is an important step in re-focusing attention on safety and integrating safety with climate and economic recovery policies.

- **Preparation of the UN High-level meeting for Heads of State**

The ITF Summit will be an important event to prepare for the UN high-level meeting on road safety, which will be held in New York City from 30 June to 1 July 2022. It will be an opportunity for transport ministers and other road safety stakeholders to discuss points at the high-level meeting. It is desirable that transport ministers receive in advance of the Summit a copy of the UN Global Plan of Action.

- **Issues for the Ministerial Round Table**

The session discussed issues for the Ministerial Roundtables, with some of the main topics being:

- How we meet policy goals: stressing the size of the task to meet the target of the current Decade of Action.
- Leveraging funding streams that are already in place:
 - o Requiring safety improvements during routine maintenance and rehabilitation works.
 - o Adding safety indicators to project selection, e.g. iRAP's new gender safety rating.
 - o Adding safety improvements to investments aimed at improving infrastructure resilience.
- New financing instruments – the potential for wide use of safety bonds of the kind recently launched by the World Bank and soon to be launched by the European Investment Bank.
- Mobilising local government investment, which delivers many advantages, including:
 - o Funding from central to local government in economic stimulus packages (e.g. impact of the Australian Covid-19 recovery plan on safety is a good case in point).
 - o Guidelines for nationally funded projects for the improvement of strategic roads to consult locally and adopt good practices for improving pedestrian and cycling environment where roads cross urban areas.

- **Road safety as across-cutting issue**

Road safety needs to be viewed holistically across governments, ensuring the topic is mainstreamed across policy making; we should position road safety as win/win, and ensure that it is not seen in isolation. The main challenge is implementing a global plan and stimulating groups who do not see themselves as road safety champions, in particular, those who potentially contribute to the problem.

It is important to recognise road safety as a cross-cutting issue in sustainable development as several areas of road safety converge with other sustainable development goals. Making the pedestrian and cycling environment safer is essential to reach sustainable modal shift and climate targets and contributes to improving wellbeing in the urban areas. It is essential that access to public transport is safe and secure, and that cycle paths and pedestrian routes meet safety standards and provide secure environments, especially for women and children/ families. All modalities of transport should be included in the conversation, including walkers and cyclists.

The most important aspect is speed management, which is the key factor in reducing casualties and serious injuries; a valuable strategy for reducing fuel consumption and noise is vital. Speed management is at the core of the Safe System. Intelligent Speed Adaptation on new vehicles will be a significant step forward, and essential to autonomous vehicle development.

- **Covid-19 recovery**

The Covid-19 pandemic had mixed impacts concerning road safety. Reductions in deaths have been weaker than reductions in activity and in some countries, large increases in deaths have accompanied recovery. There was a potential loss of momentum with regard to road safety due to the Covid-19 pandemic as governments around the world have been putting extensive resources into battling the pandemic. During lockdowns in many countries, road safety trends deteriorated - this requires a renewed focus on safety policies. One example could be the Australian Infrastructure Investment Response to Covid-19 showing the huge impact on safety that a relatively small stimulus funding can achieve.

- **Knowledge and data**

There are many unknowns concerning data, especially in low and middle-income countries, which we need to acknowledge and discuss if effective solutions are to be found. For example, with regard to gender differences in road injury patterns.

More information about the ITF 2022 Summit

- The 2022 ITF Summit programme: <https://2022.itf-oecd.org/>
- Summary of the 2021 ITF Annual Consultation Day with International Organisations: [Consultation with International Organisations | ITF 2022 Summit \(itf-oecd.org\)](https://www.itf-oecd.org/consultation-with-international-organisations-itf-2022-summit)
- Become a Summit Partner: <https://2022.itf-oecd.org/become-summit-partner>

Useful links as provided by participants during the Consultation

- ITF (2021), Achieving a Resilient Technology Transition, available at: <https://www.itf-oecd.org/cleaner-vehicles>
- Science Direct ELSEVIER Transportation Research Part D (2022): Fair mobility budgets: A concept for achieving climate neutrality available at: <https://authors.elsevier.com/c/1eNVp4rgZijMeu>
- AET (2022), European Transport Conference 2022, 7-9 September 2022 Milan. Call for papers is open until 7th February, available at: <https://aetransport.org/etc>
- LEVA-EU (2022), available at: <https://leva-eu.com/our-scope/>
- EU OSHA (2021) Musculoskeletal disorders among women, LGBTI and migrant workers: risk factors and prevention, available at: <https://osha.europa.eu/en/highlights/musculoskeletal-disorders-among-women-lgbti-and-migrant-workers-risk-factors-and-prevention>
- EU OSHA (2021) Healthy Workplaces Stop the Pandemic, available at: <https://osha.europa.eu/en/themes/covid-19-resources-workplace>

ANNEX 1
LIST OF PARTICIPANTS

The list include 160 registered participants, representing 81 organisations.

Organization	Last Name	First Name	Job Title
ACEA	Martinez Sans	Fuensanta	Transport Policy Director
Airports Council International	Rossell	Michael	SVP International Relations and Corporate Secretary
Association for European Transport (AET)	Mac Aongusa	Conall	Board Member
ATAG	Dodd	Haldane	Executive Director
Black Sea Economic Cooperation	Chebeleu	Traian	Deputy Secretary General
BSEC PERMIS	COMĂNESCU	Lazăr	Secretary General
BSEC PERMIS	Kravchenko	Sergii	Project Coordinator
C40 Cities	Firth	Daniel	Director of Transport and Urban Planning
C40 Cities	Laing	Kate	Programme Manager, Mobility Management
CER	Pekin	Ethem	Head of Economic Policy and Sustainability
CER	Whooley	Soline	Policy Adviser
CFPSAA	Fadel	Rémi	Assistant Expert Accessibility
CONEBI	Hrckova	Jana	Policy Officer
CONEBI	Marsilio	Manuel	General Manager
CONEBI	Scherer	Anna-Lena	Public Affairs Manager
Conference of European Directors of Roads	Phillips	Steve	Secretary-General
DBSV	Mattert	Jana	special advisor on accessibility
EASST	MacLennan	Emma	Director General
Eastern Alliance for Safe and Sustainable Transport (EASST)	Vibert	Corrine	Director of Communications and Inclusion
EBRD	Cousin	Debbie	Head Environment & Sustainability Department Operations
ECSA	Puccio	Luisa	Director Shipping and Trade Policy
ECTRI	Almeras	Caroline	Secretary General
ECTRI	Arsenio	Elisabete	Leader of the Transport Economics and Policy Group
ECTRI	Ehrler	Verena	Thematic Group Leader
ECTRI	Gaitanidou	Lila	Thematic Group Leader
ECTRI	Millonig	Alexandra	Thematic Group Leader
EIB - European Investment Bank	Hardej	Monika	Environmental Specialist
EIB - European Investment Bank	Rino	José	Projects Officer - Ports Specialist
EIM	Moreno Coloma	Javier	Technical Director

ERTICO - ITS Europe	Vantomme	Joost	CEO
ESC	Smit	Godfried	Secretary General
European Agency for Safety and Health at Work	Tregenza	Timothy	Senior Network Manager
European Barge Union EBU/IWT	Hacksteiner	Theresia	Secretary General
European Blind Union (EBU)	Denninghaus	Erwin	Technical Adviser
European Blind Union (EBU)	Fobe	Antoine	Head of Advocacy and Campaigning
European Commission	Dittmar	Hanna	Trainee
European Commission	Lopian	Ruth	Policy Officer - Equality Coordinator
European Commission - DG MOVE	Paci	Stefano	Deputy Head of International Relation Unit
European Commission-Joint Research Centre	Grosso	Monica	Transport Economist
European Cyclists' Federation	Warren	Jill	CEO
European Investment Bank	Duus	Kristian	Senior Transport Engineer
European Investment Bank	Weidner	Lise	Head of Strategic Roads Division
European Investment Bank (EIB)	Niethammer	Carmen	Sr. Gender Specialist
European Metropolitan Transport Authorities (EMTA)	Santacreu	Alexandre	Secretary General Elect
European Transport Conference (ETC)/ Association for European Transport	Momčilović	Vladimir	Chair of the ETC Programme Committee "Global Trends Impacting Transport"
European Union Agency for Railways	Obenaus	Max	Communication Officer
Europe's Rail JU (EU)	Borghini	Carlo M	Executive Director
EWTCA East-West Transport Corridor Association	Kreppenhofer	Ernst	Acting Secretary General
FIA	Ammirati	Stefano	Director Global advocacy
FIA	Pascotto	Luca	Head of Road Safety
FIA Foundation	Turner	Kate	Media Manager
FIA Foundation	Watson	Sheila	Deputy Director
FIA Region I	Pinto	Diogo	Policy Director
GA	Brondum	Lotte	Executive Director
GIZ	Giersdorf	Jens	Head of TUMI E-Bus Mission
Global Alliance of NGOs for Road Safety	Motta	Valeria	Advocacy & Partnerships Director
GRSP	Cliff	Dave	CEO
ICLEI World Secretariat	Tran	Tu My	Head of Sustainable Mobility
IDB	Roa	Nestor	Division Chief Transport

ILO	Cruz Ross	Alejandra	Transport Specialist
ILO	Wagner	Brandt	Head, Transport and Maritime Unit
IMMA	Bastiaensen	Edwin	Secretary General
Int Fed Pedestrians	van Waeg	Geert	President
Inter-American Development Bank	Calatayud	Agustina	Lead Transport Specialist
International Air Transport Association (IATA)	Bertasi	Stefano	Senior Manager, Regional Coordination - Environment & Sustainability
International Air Transport Association (IATA)	Wiltshire	James	Assistant Director, External Affairs
International Federation of Pedestrians	Alves	Mario	Secretary General
International Maritime Organization	Kenney	Frederick	Director, Legal Affairs and External Relations Division
International Road Assessment Programme (iRAP)	McInerney	Rob	Chief Executive Officer
International Road Assessment Programme (iRAP)	Smith	Greg	Global Programme Director
International Road Federation (IRF)	Alcaraz	Gonzalo	Deputy Director General
International Road Federation (IRF)	Funk	Julia	Senior Programme Manager & Head of Statistics
International Road Federation (IRF)	Halleman	Brendan	Vice President
International Road Federation (IRF)	Zammataro	Susanna	Director General
International Transport Workers Federation (ITF)	Dave	Alana	Urban Transport Director
International Transport Workers Federation (ITF)	Anderson	Jeremy	Sustainable Transport Lead
International Transport Workers Federation (ITF)	Barcellona	Fabrizio	Seafarers Section Co-ordinator
International Transport Workers Federation (ITF)	Biocca	Daniela	Deputy Youth Officer
International Transport Workers Federation (ITF)	Coard	Noel	Inland Transport Section Secretary
International Transport Workers Federation (ITF)	Khundakji	Baker	Young Transport Workers & Future of Work Officer
IRU	Hügel	Jens	Senior Adviser
IRU	Maedge	Matthias	Director, Advocacy
IRU	Philipp	Patrick	Director Certification and Standards

ISSA Section on Prevention in Transportation c/o BG Verkehr	Jonkeren	Evelien	International Collaboration Specialist
ITF / OECD	Olczak-Rancitelli	Magdalena	Manager
ITF / OECD	Abell	Glynnis	Project Assistant
ITF / OECD	Adler	Carl	Comms Intern
ITF / OECD	Bassan	Danielle	Advisor
ITF / OECD	Bell	Nicholas	Secondee
ITF / OECD	Bertrand	Jean-rémi	Project Assistant, Institutional Relations & Summit, ITF/IRS
ITF / OECD	Bouquet	Dominique	Assistant
ITF / OECD	Bunsen	Till	Modeller / Analyst
ITF / OECD	Cadeau	Elodie	Project Assistant
ITF / OECD	Bracke	Charlotte	Administrative Assistant
ITF / OECD	Chen	Guineng	Team Lead
ITF / OECD	Crass	Mary	Head, Institutional Relations and Summit
ITF / OECD	Crist	Philippe	Advisor
ITF / OECD	Fernando	Malithi	Modeller / Analyst
ITF / OECD	Feypell	Veronique	Policy Analyst/Road Safety
ITF / OECD	Gaboriau	Hilary	Content Production Assistant
ITF / OECD	Jari	Kauppila	Head of the ITF Secretary-General's Office
ITF / OECD	Kholodov	Yaroslav	Transport Modeller / Policy Analyst
ITF / OECD	Kim	Young Tae	Secretary General
ITF / OECD	Kloth	Michael	Head of Communications
ITF / OECD	Koné-Bocquet	Celine	PA to SG
ITF / OECD	Mac Erlaine	Ronan	Digital Communications Manager
ITF / OECD	Masterson	Sharon	Manager Corporate Partnership Board
ITF / OECD	McCarthy	Orla	Modeller / Analyst
ITF / OECD	Merk	Olaf	Project manager
ITF / OECD	Ng	Wei-Shiuen	Advisor - Sustainable Transport and Global Outreach
ITF / OECD	Paternina Blanco	Joshua	Research Officer
ITF / OECD	Pedroso Moura	Melissa	Project Officer
ITF / OECD	Perkins	Stephen	Head of Research and Policy Analysis
ITF / OECD	Sakurai	Nori	Policy Analyst
ITF / OECD	Santos Alfageme	Maria	Research Officer
ITF / OECD	Sohu	Vatsalya	Research Officer
ITF / OECD	Streuber	Dominic	Junior Policy Analyst
ITF / OECD	ter Laag	Maya	Modeller / Analyst
ITF / OECD	Trouvé	Mallory	Analyst
ITF / OECD	Vogiatzis	Kyriakos	Project Assistant
LEVA-EU vzw	Roetynck	Annick	Manager

New Mobility Foundation International	Baan	Geert-Jan	Director
New Mobility Foundation International	Erik	Jonnaert	Co-founder and Board member
OTIF - Organisation intergouvernementale pour les transports internationaux ferroviaires	Küpper	Wolfgang	Secrétaire général
PIANC	Esteban Lefler	Francisco	President
PIARC - World Road Association	Åkesson	Evelina	Technical Advisor Partnerships
PIARC - World Road Association	Florez	Miguel	Technical Director
PIARC - World Road Association	Mallejacq	Patrick	Secretary General
POLIS	Vancluysen	Karen	Secretary General
REN21	Adib	Rana	Executive Director
SLOCAT Partnership	Major	Mark	Senior Advisor
SLOCAT Partnership on Sustainable low carbon transport	Vasquez	Castillo	Senior advisor
Smart Freight Centre	Lomax	Marcus	Business Development Representative
Technological University Dublin (For EU project Diamond)	Leva	Maria Chiara	Human Factors Researcher (Diamond Dissemination Manager)
Towards Zero Foundation	Ward	David	Executive President
TU Dublin	Thimnu	Ajeni Ari	Researcher
UIC - International Union of Railways	Anderton	Lucie	Head of Sustainability
UIC - International Union of Railways	Davenne	François	General Director
UITP - International Association of Public Transport	González	Dionisio	Director of Advocacy & Outreach
UN Global Compact	Selwyn	Martha	Manager
UNCTAD	Hoffmann	Jan	Head, Trade Logistics Branch
UNCTAD	Youssef	Frida	Chief, Transport Section, Trade Logistics Branch/DTL
UNECE	Dionori	Francesco	Chief of Transport Networks and Logistics Section
UNECE/UNRSF	Henry	Nneka	Head of UNRSF
UNIFE	Nguyen	Jonathan	Head of Public Affairs
Union for the Mediterranean	Carbonell	Francesc	Head of Sector for Transport
Union for the Mediterranean	Ergen	Erdal Sabri	Deputy Secretary General Transport
United Nations Road Safety Fund	Wang	Ruotong	Intern
UNRSF	Amiset	Chloe	Public Affairs Intern

UNWTO	Glaesser	Dirk	Director, Sustainable Development of Tourism
Walk21	Thornton	Bronwen	CEO
Walk21 Foundation	Walker	Jim	Director
WBCSD	Deloison	Thomas	Director, Mobility
WBCSD	Klasing Chen	Milena	Manager, Mobility
World Bank	Isik	Gozde	Senior Transport Economist
World Bank	Koechlein	Elizabeth	Strategy and Operations, Gender
World Bank	Vandycke	Nancy	SuM4All Program Manager
WHO World Health Organization	Tran	Nhan	Head, Safety and Mobility
WHO - World Health Organization	Sharashidze	Nino	Technical Officer
WHO - Regional Office for Europe	Passmore	Jonathon	Program Manager Road Safety