

## Consultation Day with International Organisations

**Date:** Thursday 15 December 2016

**Location:** OECD Conference Centre  
Room CC2  
2 rue André Pascal 75016 Paris  
Metro: La Muette (line 9) or Bougainvilliers (RER C)

### ITF Annual Summit

The annual Summit of the International Transport Forum is the premier global transport policy event. It brings together transport ministers from 57 member countries and beyond with business leaders, heads of International Organisations, top researchers, and sector representatives for debate and networking.

### Purpose of Consultation

The objective of this annual consultation is to hear from the ITF's international organisation partners on priority issues of the **2017 Summit on Governance of Transport** and the **2018 Summit on Transport Safety and Security**.

The discussion and input provided by participants will enrich ITF's preparation of the Summits, in particular, it will contribute to shaping the following components:

- ▶ Content of the 2017 Summit programme (i.e. Summit key sessions).
- ▶ Key elements of the 2017 Ministers' Declaration.
- ▶ Key issues for the 2018 Summit.

A background paper to the discussion outlining the themes of 2017 and 2018 Summits is provided in Annex 1 to this note.

The consultation will also provide opportunity for the ITF to present the update on its **Decarbonising Transport project** which is the Forum's major contribution to putting transport on the pathway to low-carbon and ultimately carbon-neutral mobility. More information on this project is provided in Annex 2.

A summary of the consultation meeting will be available on the [2017 Summit website](#).

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## Agenda

<b>Time</b>	<b>Item</b>
09:15 – 9:45	<i>Arrival and coffee</i>
9:45 – 9:50	<b>Welcome and Opening Remarks</b> by José Viegas, ITF Secretary-General
9:50 – 10:30	<b>Update on the ITF Decarbonising Transport project</b> Presentation by José Viegas, followed by exchange with participants
10:30 – 11:30	<b>Introduction to 2017 Summit on Governance of Transport</b> Mary Crass, Head of Institutional Relations and Summit  <b>Related OECD work and projects</b> , representative of OECD Directorates
11:30 - 12:00	<i>Break and transfer to George Marshall room and Group photo</i>
12:00 - 14:30	<b>2017 Summit on Governance of Transport: Lunchtime roundtable discussions</b>
12:00 – 12:45	Buffet lunch and networking
12:45 – 14:30	Roundtable discussions around five topics <ul style="list-style-type: none"><li>▶ Table 1: Infrastructure</li><li>▶ Table 2: Global connectivity</li><li>▶ Table 3: The right regulation for innovation (digital economy)</li><li>▶ Table 4: Urban access and mobility</li><li>▶ Table 5: Decarbonising Transport</li></ul>
14:30 – 14:50	<i>Break and return to Room CC2</i>
14:50 – 15:20	Summary outcomes of the roundtable discussions
15:20 – 16:20	<b>2018 Summit on Transport Safety and Security</b> Presentation of the 2018 theme followed by a moderated discussion
16:20 – 16:30	Conclusions and next steps
16:30	<i>Close of the meeting</i>

## Annex 1: Key themes for 2017 and 2018 Summits

### ➤ 2017 Summit on Governance of Transport

The ITF 2017 Summit on Governance of Transport will take place from 31 May to 2 June 2017 in Leipzig, Germany.

Through the governance lens, the Summit sessions will focus on infrastructure, global connectivity, the right regulation for innovation, and urban access and mobility.

Transport governance affects decisions regarding everything from local cycle paths to global trade routes. The governance framework both responds to and shapes decision-making and policies addressing *inter alia* environmental and climate considerations, working conditions, accessibility, and technical solutions, as well as organisational and financial challenges for the sector that are in constant flux.

Important factors in this include legislative and regulatory frameworks, attribution and devolution of responsibilities between different levels of authority and across sectors and involvement of stakeholders.

What exactly does good governance of transport mean in today's complex political and economic environment? What are the challenges and solutions that transport governance needs to address?

### 1. Better governance for investment in transport infrastructure

- ▶ What are the main governance challenges in transport infrastructure investment?
- ▶ How can strategic planning be designed to balance long-term certainty for investment with the need to adjust to short-term priorities and funding constraints? How can long-term planning help to address uncertainties, including those related to environmental and social challenges?
- ▶ How can integrity and transparency be achieved in large transport infrastructure projects?
- ▶ Funding investment: the users or the taxpayer?
- ▶ Private finance: what works best?

### 2. Governance for global transport connectivity

Well-developed, reliable and safe transport networks foster and facilitate trade flows and individual mobility across regions. Transport enables the opening of new markets and enhances access to employment, education and other public services, thereby raising productivity and promoting economic and social development.

- ▶ What are the key transport governance challenges to enhancing global connectivity?
- ▶ How can common policy frameworks, as well as standards and rules (e.g. environmental, security, safety) be effectively defined and implemented for the transport of goods and people, given different global and regional frameworks, priorities and interests?
- ▶ With continued efforts needed for the further development of efficient transport networks, how can technological innovations help foster network connectivity and encourage cooperation?

- ▶ What is the interface between transport authorities and other ministries in charge of related policy portfolios (e.g. telecoms, urban planning, energy, environment, banking...)?

### **3. Governance of transport in the global digital economy**

The potential of new technologies and business models, digitalisation, and the sharing economy provides enormous opportunities for all modes of transport to reduce environmental impacts and congestion, whilst optimising resources and improving user-friendliness. These opportunities also imply challenges related to existing regulatory frameworks which will most likely need to be adjusted to accommodate this new economic dynamic while protecting health, safety and the environment. Ministers and decisions makers will debate important governance issues, including:

- ▶ How can we ensure that a regulatory framework is stringent enough to protect where necessary, but flexible enough to allow innovation to continue to occur in that field?
- ▶ Where is technological progress shaping regulatory debate?
- ▶ What examples are there of governments regulating ahead of technology? What factors led to these decisions? What were the outcomes?
- ▶ What legislation will be needed to accommodate autonomous driving in society?
- ▶ How do current regulatory frameworks need to be adapted to account for recent service and technological innovations (e.g. car-sharing, ride-sharing)?
- ▶ There is increasing pressure for public data-sets to be open for public use. Can open data be reconciled with increased data and privacy protection? What role should public authorities play?

### **4. Governance of urban access and mobility**

- ▶ What are examples of sound governing frameworks for integrated urban transport and mobility?
- ▶ How can national authorities establish a supportive framework for funding urban travel planning and policy?
- ▶ What frameworks have proven effective in coordinating public transport services across jurisdictional boundaries?
- ▶ How can transport governance be more effectively integrated with spatial policy and planning, and regional development?

The detailed programme and more information on the 2017 ITF Summit is available at: [2017.itf-oecd.org](http://2017.itf-oecd.org)

## ➤ 2018 Summit on Transport Safety and Security

Safety and security are primary concerns for any transport system, affecting all transport users and providers. They are the basis for an individual's right to travel without fear, and critical for the reliable and efficient transport of goods.

Thematic focuses include:

- ▶ **Safety for inclusive urban mobility:** What kind of new investments are required when the safety of urban transport is at the fore? How can their safety be improved in mixed traffic? What can be done to improve the safety of vulnerable travellers?
- ▶ **Security and tourism:** Do the security measures encourage or dissuade tourism? How can we plan transport security measures for big events, such as Olympic games and football tournaments.
- ▶ **Passenger transport security:** What are the responsibilities of individual users, service providers and government in ensuring the security of transport systems? How can a balance between improved security and reduced privacy be achieved?
- ▶ **Security and safety along supply chains:** What are the key elements to make global transport supply chains robust and able to respond quickly to disruptions? How can maritime transport be protected against terrorist attacks? Are current measures strong enough to prevent transportation of hazardous materials from terrorist attacks?
- ▶ **Innovation and technologies for transport safety and security:** What are the opportunities and challenges related to fostering innovative solutions for enhanced safety and security? (Automated driving, for-hire mobility services, use of drones etc.)

Horizontal areas include:

- ▶ **Policy approaches:** How is risk assessment and management enhancing the efficiency of the policy measures? What kinds of approaches are appropriate for sustainable and reliable transport? What kinds of measures are appropriate for particular types of issues, proactive or reactive?
- ▶ **Coordination and governance:** How can complex interdependencies of multiple stakeholders and their competing priorities be reconciled? How can international cooperation be developed to make effective security measures?
- ▶ **Funding:** Who should cover the cost of safety and security? How can the highest levels of security be achieved, while keeping the financial burden of the service provider to the minimum?

## Annex 2: ITF Decarbonising Transport Project

The ITF's Decarbonising Transport project was officially launched at the 2016 Summit and counts today more than 50 partners from Corporate Partnership Board members, multi-lateral development banks, multi-lateral organisations, professional organisations, non-governmental organisations, philanthropic organisations, and research centres.

Since the launch, the ITF modelling team has established the project work plan which has been circulated to knowledge partners and to the Transport Management Board. Adjustments and improvements to the various modules will be made throughout the project, as a consequence of the interaction with the knowledge partners and of the regular monitoring of the performance of the models against observed trends.

First results from the modelling work will be presented to partners at the 2017 Summit.

The project team has also prepared interaction guidelines for each type of partners and the project governance document.

The project directly responds to the needs of all actors to identify effective policies for CO2 reduction and evaluate the impact of NDCs on CO2 emissions, the United Nations Sustainable Development Goals and other measures, focusing on the transport sector. It includes two components, one quantitative and one focusing on the creation of an inclusive policy dialogue. The quantitative outputs generated from a suite of transport models developed by the ITF will produce policy insights that can be integrated into national climate mitigation strategies and used for developing new NDCs.

The project is a dialogue process supported by quantitative evidence on the effectiveness of different policies, measures and actions to reduce CO2 emissions with the key objectives of:

- ▶ developing a methodology and a suite of models that provide a global "common assessment framework" for the evolution of the multiple components of transport systems in terms of their greenhouse gas emissions, as well as in terms of the impacts related to the implementation of the other transport-related SDGs.
- ▶ building an inclusive and non-prescriptive dialogue with the many public and private entities whose decisions on policy, investment, operating rules, business models, etc. have a strong influence on the performance of transport systems.
- ▶ strengthening the institutional capacity of international and national entities in transport modeling, emission forecasting and policy impact assessment through knowledge transfer, with a focus on the translation of NDCs into specific actions and the identification of new NDCs and other measures.

More information is available at: [www.itf-oecd.org/decarbonising-transport](http://www.itf-oecd.org/decarbonising-transport)