

**REVISED SUMMARY RECORD***As of 11 March 2025***2025 ITF ANNUAL CONSULTATION WITH INTERNATIONAL ORGANISATIONS****Tuesday 28 January 2025****OECD Conference Centre Room CC7, 2 rue André Pascal, Paris and via Zoom**

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Since 2007, the ITF Annual Consultation with International Organisations has been instrumental in fostering discussions and collaboration among the ITF and its partner organisations spanning the transport sector and beyond.

The 2025 Consultation opened with a presentation from the ITF Presidency of Chile, followed by an introduction by the ITF Secretary-General and Secretariat outlining priorities for 2025 and beyond. Reflecting ITF's emphasis on sustainable transport, UN Department of Economic and Social Affairs (DESA) was invited to present the upcoming UN Decade on Sustainable Transport.

The Consultation featured the ITF 2025 Summit on *Transport Resilience to Global Shocks*<sup>1</sup> and the ITF 2026 Summit on *Transport Resilience: Funding a Just and Green Transition*. Both Summits are part of the 2025-2027 Summit Trilogy theme on Transport Resilience.

This summary note highlights key points of the discussions during the Consultation meeting.

**Summary of ITF Priorities for the 2025 ITF's Presidency of Chile**

H.E. Hernán Frigolett Córdova, Ambassador of Chile to the OECD, outlined the three main priorities of the 2024-2025 ITF Presidency of Chile: **transport decarbonisation, road safety, and artificial intelligence**. At COP29, Chile promoted the integration of transport policies into climate frameworks and greater ambition in the 2025 Nationally Determined Contributions (NDCs). With Vision Zero as the long-term goal, Chile is aligned with ITF's Safe System Approach<sup>2</sup> for road safety. The Presidency of Chile is also exploring how artificial intelligence can improve transport systems for the benefit of users in various areas, while considering ethical and privacy aspects, in continuity with the previous 2023-2024 ITF Presidency of Lithuania. In collaboration with member countries, Chile is leading on these key issues to move towards more sustainable and resilient global transport.

**ITF's Strategic Vision and Priorities for 2025 and beyond**

Since 2017, ITF has grown from 59 to 69 member countries, also visible in strengthened Corporate Partnership Board (CPB) membership. Current priorities include the **digitalisation of ECMT** Multilateral Quota licences; the new **Sustainable Transport Systems Initiative (STSI)**; the **Common Interest Group for Transport in Ukraine (CIG4U)**; the **Safe System Tool**; and a continued focus on innovation, and inclusion and **gender equality**. As a focal point for transport in the UNFCCC's **Marrakech Partnership for Global Climate Action**, ITF actively contributes to UNFCCC

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<sup>1</sup> <https://summit.itf-oecd.org/2025/>

<sup>2</sup> <https://www.itf-oecd.org/safe-system-approach-action-experience-based-guide-enhanced-road-safety>

processes such as the Conference of the Parties. ITF has also supported the **G7 and G20** with resilient-related research.

**Regional High-level Dialogues** have been organised in Latin America, Asia, and Ukraine. The **Transport Outlook 2025** will be launched at the upcoming Summit. Countries, such as China, Japan and Spain have funded **multilingual translations** of past issues. ITF is currently in dialogue with the Inter-American Development Bank (IDB) regarding a new Spanish translation.

The **ITF Research Programme of Work 2026-2027** is developed with member countries, focusing on operationalising policy principles and avoiding duplication by aligning with other organisations. ITF welcomes knowledge exchange through its Modelling Framework (PASTA 2023), with regional results available on the ITF **Transport Data Dashboard**<sup>3</sup>. For country-level outputs, organisations can contact the ITF Research Centre. To help improve model calibration, organisations are invited to share country-level data. Discussion is ongoing on open-source PASTA modules.

After the Secretariat presentation, participants shared their strategic priorities, including:

### **Climate resilience**

- Climate risk must be integrated into transport investment decisions to ensure resilience. As climate uncertainty grows, financing a zero-emission future in line with Paris Agreement targets is essential.
- Resilience is key to the railway sector due to increased vulnerability in centralised networks.
- Emissions trading systems can incentivise investment into major infrastructure projects such as high-speed connection in Europe, with private funding and competitiveness being key.
- Space programmes, such as the European Union Agency for the Space Programme’s (EUSPA) *Galileo Green Lane App*<sup>4</sup>, are important for transport resilience and sustainability by improving freight movement and border efficiency. Other systems, such as EGNOS<sup>5</sup> enhances the accuracy and integrity of GNSS service provision, while Copernicus<sup>6</sup>, the world’s leading earth observation system, supports various applications, such as route optimization or infrastructure surveillance.
- Modal shift entails developing sustainable alternatives to private cars, considering all sustainability pillars, and questioning the assumption that certain modes are inherently better from an environmental perspective.
- In the era of crises, “building back better” with the user in mind is key for the safety and resilience of transport systems.

### **Connectivity and just mobility**

- Informal public transport must be considered in the transition to just mobility. For example, Uganda’s government plans to bridge the gap between providers and governments. ITF will publish a new report on Incorporating Informal Transport in Mobility Planning<sup>7</sup> in 2025.

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<sup>3</sup> <https://www.itf-oecd.org/transport-data-dashboard>

<sup>4</sup> <https://play.google.com/store/apps/details?id=com.gmv.its.aut.eggl.frey&hl=fr>

<sup>5</sup> <https://www.euspa.europa.eu/eu-space-programme/egnos>

<sup>6</sup> <https://www.euspa.europa.eu/eu-space-programme/copernicus>

<sup>7</sup> <https://www.itf-oecd.org/incorporating-informal-transport-mobility-planning>

- The Trans-European Transport Network (TEN-T) initiative requires significant capacity-building among EU public authorities. It involves integrated planning, multimodal hubs and functional urban areas, necessitating cooperation across different governance levels.
- The Social Climate Fund (SCF) provides EU Member States with funding to support vulnerable groups in transport poverty, ensuring they are not left behind during the green transition.

### **Global shocks to supply chains**

- Dual-use infrastructure investment is key to addressing supply chain vulnerabilities, seen in incidents such as the Suez Canal disruptions.
- Maritime transport resilience is increasingly important due to recent global disruptions, such as the Red Sea attacks and Panama Canal droughts. Additionally, rising protectionist policies have further amplified these challenges.
- It was highlighted that support for initiatives to improve international transport connectivity, such as the COP30 Middle Corridor initiatives and post-war resilience in Ukraine, should be provided as conditions permit.

### **Towards a UN Decade of Sustainable Transport (2026-2035)**

Astra Bonini, Chief, Integrated Policy Analysis Branch of the UN DESA, presented current work on the **Implementation Plan for the UN Decade of Sustainable Transport**.

In 2023, the General Assembly resolution *A/78/148 Strengthening the links between all modes of transport to achieve the Sustainable Development Goals* called<sup>8</sup>, among others, for closer UN cooperation, a UN Decade of Sustainable Transport (2026-2035) and a Third UN Global Sustainable Transport Conference<sup>9</sup>. The Member States also requested DESA to develop an Implementation Plan in coordination with the UN system and other international organisations, relevant international financing institutions, multilateral and bilateral donors and the private sector.

The Implementation Plan will be a global policy document, not a negotiated outcome. UN DESA emphasises that with only five years until 2030, the data show that only 17% of SDG targets are on track. Close to half are moderately or severely off track, and over a third have either stalled or even regressed below the 2015 baseline.

The participants provided the following comments:

- The Plan should focus on operationalising existing commitments and consolidating efforts of all actors across sectors, given resource constraints. The decade is an opportunity to rethink the global role of UN instruments, using strategic foresight methodologies.
- Integration of action points, e.g. ratified UN transport conventions, and success measures, e.g. pledge reductions and cross-sectoral cooperation, notably with the energy sector.
- Implementation must be cross-sectoral and impactful for investment choices. Financial actors who will shape modal investment choices must be involved in conversations.
- Prioritising regional diversity is key to ensuring that vulnerable groups are not left behind.
- Lessons learned and synergies with parallel initiatives, such as the Decade of Action for Road Safety, should be identified.

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<sup>8</sup> <https://sdgs.un.org/sites/default/files/2024-10/transport%20to%20achieve%20SDGs.pdf>

<sup>9</sup> <https://sdgs.un.org/un-decade-sustainable-transport-2026-2035>

- Sustainable transport encompasses the entire ecosystem, not just the fuel transition. Positive price tools can stimulate modal shift and reverse recent trends of decreasing public transport and rail market share.
- It is important to foster collaboration between governments and organisations with technical expertise, e.g. FIM's work on swappable batteries, e-fuel, and electrification.
- ITF can contribute with its analytical capacity and coordination support.

### **ITF 2025 Summit on Transport Resilience to Global Shocks**

The ITF 2025 Summit on *Transport Resilience to Global Shocks* will take place from 21 to 23 May in Leipzig, Germany, under the Presidency of Chile, with Azerbaijan and Czechia as first and second Vice Presidents, respectively.

Further to ITF Secretariat's presentation of the Summit programme, the participants shared their comments:

#### ***Cross-sectoral cooperation***

- There is opportunity to concentrate Summit discussion on cross-sectoral cooperation, notably with the energy sector, focusing on access to a reliable, renewable energy supply.
- The potential impacts of new trade tariffs on the transport industry should be addressed in the discussion on global shocks.

#### ***Digitalisation and cybersecurity***

- BSEC is digitalizing the *BSEC Permit System*<sup>10</sup> and expanding its geographical coverage to address border crossing delays, congestion, and information exchange gaps.
- Cybersecurity is a central concern in freight and logistics, notably following the Leipzig DHL Hub incident. This calls for development of new techniques for device control and airfreight security.
- The UN Regulation No. 155 on *Cyber security and cyber security management system*<sup>11</sup> is now mandatory in the EU, it is also part of Canada's cybersecurity vehicle standard and gaining adoption in China and India.
- Transport Data Commons (TDC)<sup>12</sup> and the online UNECE's Observatory on Border Crossings<sup>13</sup> findings from the Covid-19 pandemic, can be also highlighted in the Summit sessions.

#### ***Addressing Used Vehicle Trade***

- UNECE is collaborating with UNEP and UN Regional Commissions in Africa, Asia and Latin America to address risks associated with the unregulated trade of used vehicles.
- FIA conducted a case study on the used vehicle trade presented at COP29. This aims to raise awareness of the issue in collaboration with their national clubs.

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<sup>10</sup> <https://bsec-urta.org/2022/11/11/bsec-permit-2023-the-successful-road-transport-tool-of-the-bsec-region-continues-to-grow/>

<sup>11</sup> <https://unece.org/transport/documents/2021/03/standards/un-regulation-no-155-cyber-security-and-cyber-security>

<sup>12</sup> <https://static.transport-data.org/>

<sup>13</sup> <https://unece.org/>

## **Financing Resilience**

- Financing and resilience will feature as key pillars of the second World Social Summit for Sustainable Development which will take place from 4 to 6 November 2025 in Doha, Qatar.
- The World Bank is advancing resilience through key initiatives: (1) Climate-resilient food security programme in Africa<sup>14</sup>; (2) Resilience Guidance Note<sup>15</sup>: a framework for climate action in private and financial sectors; and (3) Resilience Funding and Financing<sup>16</sup>: a strategy to boost private sector investment in climate adaptation. These efforts aim to strengthen global resilience through strategic investments and partnerships.

## **Resilience for a Just and Green Transition**

- POLIS and the European Commission are developing a guide on integrating resilience into sustainable urban mobility plans (SUMP), emphasising climate adaptation and infrastructure stress testing.
- A TUMI conference, focusing on infrastructure, governance, and social resilience, will take place back-to-back with the ITF Summit on May 20, 2025.

## **Multimodality for Resilient Transport Systems**

- UIC highlighted that rail freight functioned well during the pandemic. UIC can share insights on multi-modality, telecommunications, and the *Resilient Railways Facing Climate Change* (RERA) WIND<sup>17</sup> project.
- EU-Rail priorities include its climate adaptation work package (risk identification of assets), cybersecurity, and the *Flagship Project 5 (FP5) TRANS4M-R*<sup>18</sup>. EU-Rail also focuses on multi-modality, automation, energy efficiency, and seamless integration of rail freight services, including last mile-solutions.
- PIARC's framework on adaptation to climate change and challenges, disaster management and recovery implies: (1) high-level strategy; (2) operational measures, emphasising multi-modal planning, resilience and equity broadened to accessibility, urban areas and inter-urban areas. It was also noted that workforce considerations and automation are key in aging economies.
- PIANC highlighted that maritime port infrastructure and inland navigation are highly exposed to extreme climate events, which can trigger cascading failures. The Covid-19 pandemic provided key lessons, notably on restrictions implemented at different rates across time and regions, land transport dependencies, and the need for optimized storage.

## **Resilience of transport for mega- events**

- UNECE can contribute to discussion on major sporting events, highlighting their sustainability-based Memorandum of Understanding with UNECE UEFA<sup>19</sup>.
- FIA collaborates with MIT on carbon footprints for visitors at Formula 1 events.

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<sup>14</sup> <https://www.worldbank.org/en/news/feature/2023/09/01/building-climate-resilient-food-systems-in-africa>

<sup>15</sup> [Guiding Climate Action in the Private and Financial Sectors : A Framework for Policy-Makers - Finance, Competitiveness, and Innovation \(FCI\)](#)

<sup>16</sup> [Unlocking Private Investment in Climate Adaptation and Resilience](#)

<sup>17</sup> [RERA-WIND | UIC - International union of railways](#)

<sup>18</sup> [Flagship Project 5: TRANS4M-R - Transforming Europe's Rail Freight - Europe's Rail](#)

<sup>19</sup> [UNECE and UEFA sign sustainability-based Memorandum of Understanding | UNECE](#)

## **ITF 2026 Summit on Funding Resilient Transport**

The ITF Secretariat presented ongoing research related to the ITF 2026 Summit on *Funding Resilient Transport*. In 2024, **ITF's Roundtable on Transport System Resilience** gathered experts to develop strategies for strengthening transport systems against disruptions. The **Working Group on Resilience of Transport Networks to Critical Events** was established to focus on this research. ITF supported with substantive content for the **2024 G7 Transport Ministerial Declaration**<sup>20</sup> which focused on providing strategic direction and support for Ukraine, promoting resilient and sustainable transport systems, and leveraging artificial intelligence for smarter transport solutions. It also reinforced the need to enhance cyber-security measures, improved maritime connectivity, address health threats that impact transport, and ensure accessibility for all. It called for investing in robust and modern infrastructure and fostering collaborations and partnerships. A significant outcome of the declaration was the establishment of the G7 Working Group on Transport Supply Chains.

The ITF study on *Future of Public Transport Funding*<sup>21</sup> highlights that ambitious decarbonization policies could significantly reduce transport emissions by 2050, despite increasing passenger transport demand. Policy insights include increased investment in public transport to support the modal shift, efficient infrastructure and service provision, and diverse funding sources.

The ITF Secretariat presented the overall thematic framework for the ITF 2026 Summit (Annex 1), followed by participant feedback. Key points from the discussion include:

### ***Derisking and risk mapping***

- Increasing frequency and severity of extreme weather events, along with other global shocks such as pandemics and geopolitical crisis, is exacerbating impacts on transport systems.
- FEPORT highlighted the vulnerability of ports due to their dual civilian and military use.
- Risk mapping should be a priority, with distinction between derisking and decoupling.
- Emergency financing protocols should be developed to support responses to unprecedented events across regions. Lessons from case studies can inform risk management strategies.
- ECLEI are working with Latin America and Caribbean insurers and cities on mapping natural disaster risks to the transport sector, expanding from previous work on energy and buildings.

### ***Investment needs and private sector involvement***

- The European Commission estimates that EUR 71 billion is required for climate adaptation to prevent losses long-term losses, in addition to maintenance costs. This poses a challenge given decreasing government revenue. Innovative approaches, such as derisking, blending, and guarantee schemes, are needed to attract more private capital.
- The upcoming EU *Sustainable Transport Investment Plan*, within the *Green Industrial Deal*<sup>22</sup>, will focus on scaling up and earmarking investment for transport decarbonization.
- Business Case Analysis (BCA) can support resilience financing, by incorporating the cost of inaction, uncertainty, and long-term adaptive planning for infrastructure investment.

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<sup>20</sup> [G7-Transport-Ministers-Declaration.pdf](#)

<sup>21</sup> [The Future of Public Transport Funding | ITF](#)

<sup>22</sup> [https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal/green-deal-industrial-plan\\_en](https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal/green-deal-industrial-plan_en)

### ***Public-Private Partnerships (PPPs) and Hybrid Models***

- In regions with underdeveloped infrastructure and limited government funding, hybrid models can balance private investment with public sector responsibility for essential mobility services.
- ASEAN recently held a training on the role of PPPs for sustainable and resilient transport. Successful PPPs require well-structured risk-sharing mechanisms.

### ***Multimodality and Alternative Financing Approaches***

- To meet multimodality targets, public authorities can explore subsidised shared mobility in low-density areas not served by mass transit.
- Resilience developments can be leveraged to monetise climate adaptation and generate incentives for private investment.
- The 4<sup>th</sup> UN International Conference on Financing for Development<sup>23</sup> will be held from 30 June to 3 July 2025, Seville, Spain. The ITF 2026 Summit can build on its outcomes.

### ***Rethinking Transport Appraisal and Regulation***

- It is important to clarify the distinction between collective transport and public transport, ensuring fair and efficient regulatory frameworks that align with funding mechanisms.
- The Welsh government has updated its transport appraisal guidance (WekTAG)<sup>24</sup>, shifting the focus from cost-benefit ratios to well-being appraisal for strategic transport programme and policies. This new approach promotes balanced investment decision-making that does not automatically favour roads.

### ***Mainstreaming safety and security***

- Infrastructure safety must be integral to the transition to just and green transport. There is a high cost-benefit ratio of safety measures which reduce injury and save lives.
- Cybersecurity of critical infrastructure is essential for transport systems.

### ***Cross-sectoral cooperation***

- Regulated asset-based models, common in the energy sector, could offer valuable lessons for transport investment.
- UNECE and WHO are leading the Pan-European Programme on Transport Environment and Health (THE PEP)<sup>25</sup>, linking financing sustainable transport with financing urban development.
- It is important to prioritise low-cost solutions, such as active mobility, that can reduce energy dependency and contribute to a transport paradigm shift.
- EUSPA highlighted co-funding instruments for space-related transport projects and the need to protect critical infrastructure.
- Discussions on the future of energy, such as subsidies and on-grid/off-grid systems, could provide insights on financing of transport resilience.

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<sup>23</sup> [The 4th International Conference on Financing for Development | Financing for Sustainable Development Office](#)

<sup>24</sup> [Welsh transport appraisal guidance \(WekTAG\) 2022 | GOV.WALES](#)

<sup>25</sup> [https://www.who.int/europe/initiatives/transport-health-and-environment-pan-european-programme-\(the-pep\)](https://www.who.int/europe/initiatives/transport-health-and-environment-pan-european-programme-(the-pep))

## ANNEX 1

### Background information for discussion on the Scope of the ITF 2026 Summit

#### Session on 28 January, from 16:15-17:15

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The ITF 2026 Summit on Funding Resilient Transport will address the critical challenge of securing funding for transport resilience, given the high investment requirements and the financial constraints many countries face. The focus will be on exploring policy mechanisms that incentivize increased investment in transport infrastructure despite budgetary limitations, while balancing short-term priorities with long-term sustainable goals that promote social, environmental, and economic benefits.

Resilient transport systems are essential for social development. Investment in these systems should be coordinated across public and private sectors, financial institutions, and international organizations. A holistic approach to governance, innovative financial frameworks, and effective collaboration across stakeholders will be key to ensuring transport remains a resilient backbone for the movement of people, goods, and services.

Innovative funding mechanisms on the national and regional levels, as well as grants and loans from multilateral banks, are essential for supporting major infrastructure projects aimed at enhancing climate resilience. However, funding must also address broader externalities like geopolitical conflicts, cyber-attacks, and pandemics, expanding the scope of resilience.

Many transport resilience projects, particularly adaptation and infrastructure, are subnational, requiring capacity-building for local and regional governments to access grants. Additionally, public-private partnerships (PPPs) are key for accessing relevant funds, with policies promoting de-risking mechanisms to ensure attractive returns on investment for the private sector.

Governance is central to delivering resilient infrastructure projects. Transparent, efficient decision-making frameworks are necessary to guide investments, and they often require a multidimensional approach considering subnational, national, and global perspectives. Leveraging new technologies and nature-based solutions will be critical in promoting green and just transitions.

The ITF 2026 Summit will serve as a platform for policymakers to discuss innovative financial and regulatory frameworks that support a multidisciplinary and multi-stakeholder approach to resilient transport. The overarching themes for the summit will focus on governance, innovation, cooperation, and capacity building.

Questions for discussion:

- What specific topics should be prioritized in developing the Summit programme?
- What are the challenges and opportunities in funding resilient transport systems?
- What are the most effective funding mechanisms to accelerate adaptation and resilience that should be highlighted?

## ANNEX 2

### List of Participants

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#### ITF Member Countries and Observers

Chili  
Japon  
European Commission  
United Nations Economic Commission for Europe (UNECE)

#### Other Participants

Black Sea Economic Cooperation (BSEC)  
C40 Cities  
Community of European Railway and Infrastructure Companies (CER)  
ERTICO – ITS Europe  
EUROCONTROL  
Europe's Rail Joint Undertaking (EU-RAIL)  
European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT)  
European Automobile Manufacturers Association (ACEA)  
European Bank for Reconstruction and Development (EBRD)  
European Barge Union (EBU)  
European Conference of Transport Research Institutes (ECTRI)  
EUROCONTROL  
European Cyclists' Federation (ECF)  
European Economic and Social Committee (EESC)  
European Investment Bank (EIB)  
European Railway Industry Association (UNIFE)  
European Union Agency for Railways (ERA)  
European Union Agency for the Space Programme (EUSPA)  
F&L The European Freight & Logistics Leaders' Forum  
Fédération Internationale de l'Automobile (FIA)  
Fédération Internationale de Motocyclisme (FIM)  
Federation of European Private Port Companies and Terminals (FEPORT)  
George Mason University, United States  
ICLEI - Local Governments for Sustainability World Secretariat (ICLEI World Secretariat)  
Inter-American Development Bank (IADB)  
Intergovernmental Commission (IGC) TRACECA  
Intergovernmental Organization for International Carriage by Rail (OTIF)  
International Association of Public Transport (UITP)  
International Chamber of Shipping (ICS)

International Road Assessment Programme (iRAP)  
International Road Federation (IRF)  
International Road Federation (IRF Global)  
International Road Transport Union (IRU)  
International Transport Workers' Federation (ITF)  
International Union of Railways (UIC)  
Kampala Capital City Authority (KCCA)  
Makerere University, Uganda  
OMI Foundation  
Polis Network (POLIS)  
Road to 50% Initiative  
The World Association for Waterborne Transport Infrastructure (PIANC)  
Transformative Urban Mobility Initiative by the Deutsche Gesellschaft für Internationale  
Zusammenarbeit (TUMI GIZ)  
UN Economic Commission for Latin America and the Caribbean (ECLAC)  
Union for the Mediterranean (UfM)  
United Nations Department of Economic and Social Affairs (UNDESA)  
Walk21 Foundation  
World Bank  
World Health Organization (WHO)  
World Road Association (PIARC)