

# Covid-19 related work in the ITF and ITF Transport Outlook 2021

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# 01

## Brief Overview of the ITF

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# ITF

Only global body  
for all modes  
of transport

- Intergovernmental platform and **think tank**
- To foster a **deeper understanding** of the role of transport in **economic** growth, **environmental** sustainability and **social** inclusion (ITF General Rules)



# FACTS ABOUT ITF

**64%** OF GLOBAL MARITIME FREIGHT ORIGINATES IN ITF MEMBER COUNTRIES

**70%** OF ALL INTERNATIONAL TOURISTIC TRIPS GO TO ITF COUNTRIES

**75%** OF WORLDWIDE ROAD AND RAIL TRAVEL OCCURS IN ITF MEMBER COUNTRIES

**95%** OF ALL PASSENGER CARS ARE MANUFACTURED IN ITF COUNTRIES\*  
\*Includes ITF observer country Brazil

**80%** OF ALL AIRBORNE PASSENGER AND CARGO TRANSPORT ORIGINATES IN ITF MEMBER COUNTRIES

**97%** OF NEW SHIP TONNAGE WAS BUILT IN ITF MEMBER COUNTRIES IN 2019

**80%** OF GLOBAL SURFACE FREIGHT IS MOVED WITHIN ITF MEMBER COUNTRIES

**100%** OF AIRCRAFT ARE BUILT IN ITF COUNTRIES\*  
\*Includes ITF observer country Brazil

**5** ITF HAS MEMBER COUNTRIES ON ALL FIVE CONTINENTS



**85%** ITF MEMBER COUNTRIES REPRESENT 85% OF WORLD GDP\*  
\*includes ITF observer country Brazil



ITF MEMBER COUNTRIES ARE HOME TO SIX OUT OF TEN PEOPLE ON OUR PLANET





# ITF Summit: Global Policy Dialogue

# 2021 Summit Highlights

- *Transport Innovation for Sustainable Development: Reshaping Mobility in the Wake of Covid-19*
- 1700+ participants from 70 countries
- 40+ Ministers and Vice-Ministers, 50+ Official Delegations
- Open and Closed Ministerial sessions; 3 Ministers' Roundtables (20 Ministers)
- 2021 Summit Declaration signed by 63 member countries
- Colombia joined ITF
- ITF Transport Outlook 2021

International #Transport Forum @ITF\_Forum · 27 mai  
 The world's transport ministers agree to #BuildBackBetter after the #Covid19 pandemic with a commitment to raise ambition and invest in the transition to green mobility  
 See the #ITF21 Media Release [itf-oecd.org/world%E2%80%B9...](https://itf-oecd.org/world%E2%80%B9...)  
[#LeaveNoOneBehind](#)



Department of Transport et 9 autres personnes

Young Tae KIM @Young\_T\_KIM · 27 mai  
 ¡Le doy con orgullo la bienvenida a #Colombia al @ITF Forum como el país 63 de nuestra familia de naciones! Todos los países miembros del FIT esperan con ansias aprender de Colombia y apoyarle a enfrentar sus propios desafíos de política pública [itf-oecd.org/colombia-joins](https://itf-oecd.org/colombia-joins)



5 16



**DIGITALISATION**



**UNIVERSAL ACCESS,  
INCLUSION, HEALTH**



International  
Transport Forum



**DECARBONISATION**

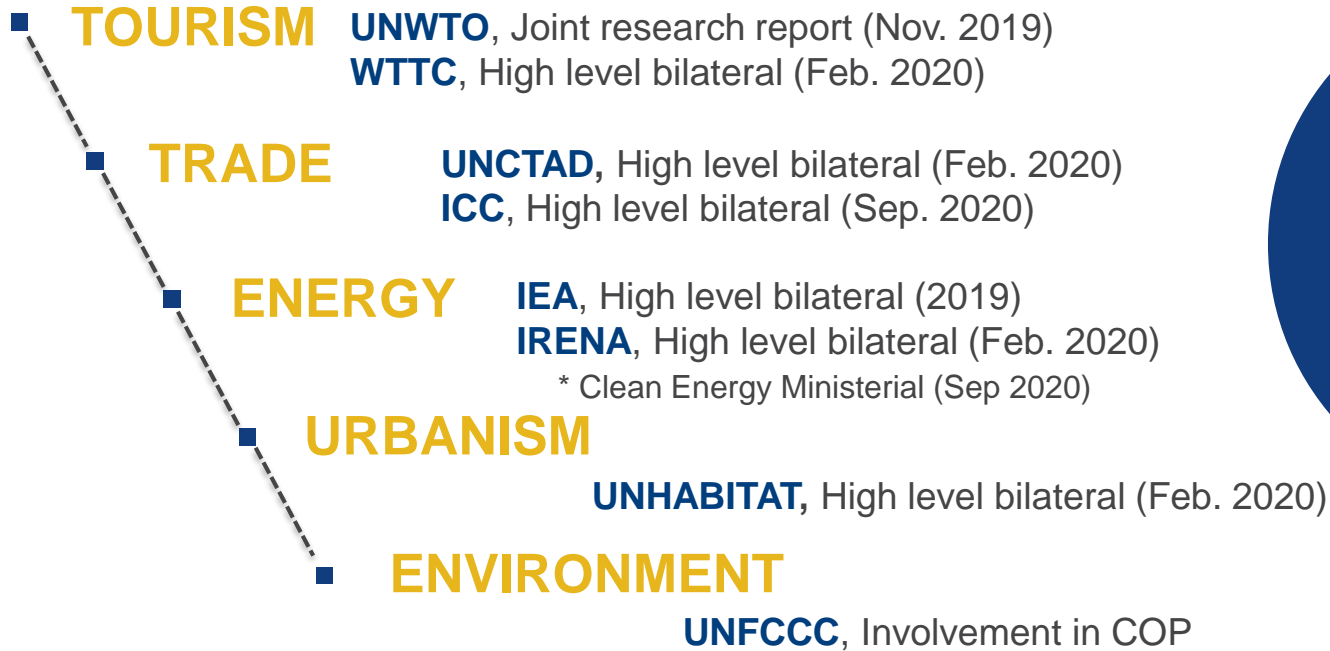
**CONNECTIVITY**



**SAFETY  
SECURITY**







## Corporate Partnership Board

33

Corporate members  
from modal to thematic aspect

31

CPB Projects  
carried out since 2015



# 02



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## **Covid-19 related work in the ITF**

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## Covid-19 Transport Briefs



**Gender Equality, the Pandemic and a Transport Rethink(March, 2021)**



**Stimulating Post-Pandemic Recovery through Infrastructure Investment(March, 2021)**



**Lessons from Covid-19 State Support for Maritime Shipping(October, 2020)**



**Drones in the Era of Coronavirus(June, 2020)**



**Restoring Air Connectivity Under Policies to Mitigate Climate Change(May, 2020)**



**How Badly Will the Coronavirus Crisis Hit Global Freight(May, 2020)**



**Re-spacing Our Cities For Resilience(May, 2020)**



**Global Container Shipping and the Coronavirus Crisis(April, 2020)**



**Electric Mobility : Taking the Pulse in Times of Coronavirus(April, 2020)**



**How Transport Supports the Health System in the Corona Crisis(April, 2020)**



## Covid-19 Transport Briefs



### Gender Equality, the Pandemic and a Transport Rethink (March, 2021)

- Policy responses to the crisis should reduce the disproportionate risks faced by women transport users and workers.
- Greater women's participation in decision-making roles is essential to improving gender equality.
- Government policies and employer initiatives must protect women transport workers against Coronavirus while addressing their caring responsibilities, violence at work, commuting, and social protections including for informal workers.
- Adopt International Labour Organization (ILO) recommendations for workplace gender equality in crisis response policies.



## Covid-19 Transport Briefs






### Stimulating Post-Pandemic Recovery through Infrastructure Investment (March, 2021)

- To foster economic recovery, policy makers should prioritise projects that can deliver jobs and growth in the short- and medium-term.
- The focus should be on projects already in the pipeline, with cleared planning and environmental approvals.
- Governments must properly estimate and budget the life-cycle consequences of investments.
- Stimulus packages should aim to advance decarbonisation, social equity and resilience.
- PPPs are unlikely to be suited to recovery needs: authorities should look to publicly-funded projects.



## Covid-19 Webinars

-  On the path to recovery: What role for transport infrastructure investment? (January, 2021)
-  Reducing the impact of Covid-19 on gender equality in transport (December, 2020)
-  Covid-19 and aviation (September, 2020)
-  Supply chain management and freight logistics (June, 2020)
-  Transport data and the Covid-19 crisis (June, 2020)
-  Urban mobility and Covid-19: Challenges and solutions (June, 2020)


## Webinar Presenters



## Covid-19 Webinars



### Urban mobility and Covid-19: Challenges and solutions (June, 2020)

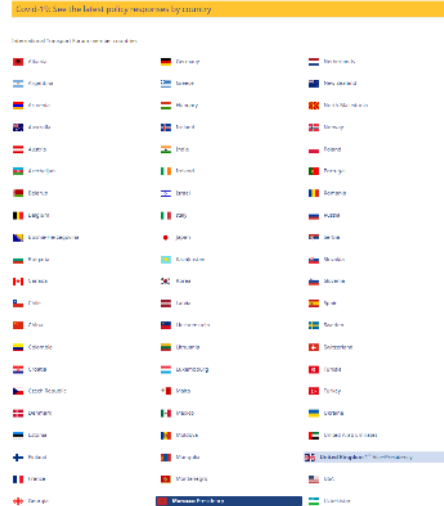
- **Provide financial support:** National funding and support programmes are and will remain crucial for the financial sustainability of public transport. Collaboration and coordination between local and regional governments as well as between urban mobility stakeholders should be intensified.
  - **Minimise risks while promoting public transport:** Governments and transport operators can adjust supply, manage demand, and mitigate risks by sanitising, minimising interactions, and clearly communicating rules to follow for passengers. Improving the image of public transport's safety by underlining its vital role during the crisis, or at least not encouraging people not to take public transport, is also important.
  - **Continue respacing cities for resilience:** Streets have and should continue to be respaced to absorb displaced trips through the deployment of emergency bicycle and pedestrian infrastructure. The use of 'invisible' infrastructure, such as reducing speed limits, implementing new road use rules favouring bicycles and scooters, or longer green phases for pedestrians at traffic lights, can effectively complement this approach.
  - **Promote intermodality to help limit car use:** More possibilities in terms of transport modes should be offered to passengers. Mobility-as-a-Service platforms provide new opportunities to offer better mobility solutions for everyone while decreasing congestion.
- 



# Updates on Covid-19-related Measures in ITF Members Countries



On ITF Website, You can see the latest policy responses by country

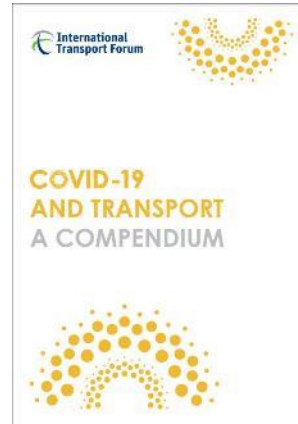


<https://www.itf-oecd.org/covid-19>



Covid-19 insights: the Compendium

Our main work streams assisting ITF member countries in tackling the Covid-19 crisis are now compiled in a single Compendium.



The Compendium collects insights from our various work streams including our Covid-19 Transport Briefs, webinar outputs, crisis measures in European road transport and a summary of freight recovery guidelines in the ASEAN region.

<https://www.itf-oecd.org/sites/default/files/covid-19-transport-compendium.pdf>

## OECD Initiative for COVID-19 free international mobility

### WHY -

- Large economic and social impacts of restricting international mobility
- Need for certainty in international travel, without compromising on health security
- Motivated by an initiative of the Government of Spain

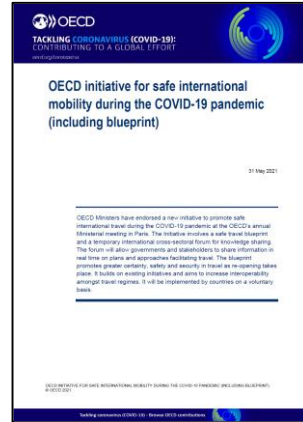
### WHO -

- Extensive consultation with countries, committees (100+ meetings; 9 OECD bodies)
- Co-ordination and alignment with ICAO; WHO; UNWTO; IMO
- Consistency with other international (especially EU) and national arrangements

### WHAT -

- A **blueprint with policy guidance** on measures for safe international travel with recommendations on vaccines, tests, certification, data exchange
- Initiative was **welcomed by OECD ministers on 31 May 2021**
- A temporary **forum for knowledge sharing**

The ITF supports the OECD International Mobility Initiative by connecting the OECD Secretariat to important transport stakeholders: ACI, IATA, ICAO, ECAC, WEF. The ITF also assisted the OECD with preparation of background documents on transport connectivity.



## Current projects related to Covid-19

### Travel Transitions: How Transport Planners and Policy Makers Can Respond to Shifting Mobility Trends

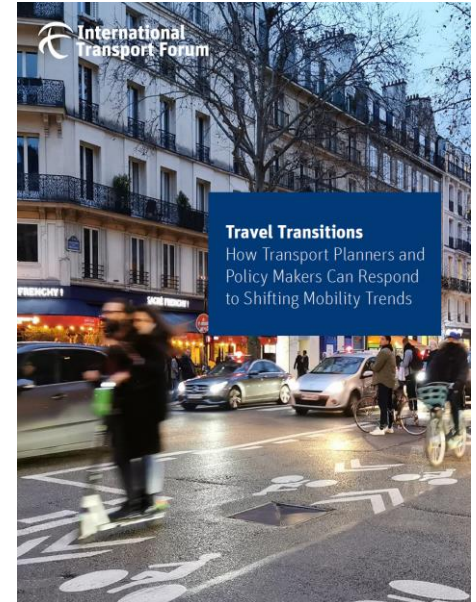
(published August 2021)

<https://www.itf-oecd.org/travel-transitions-policy-makers-respond-mobility-trends>

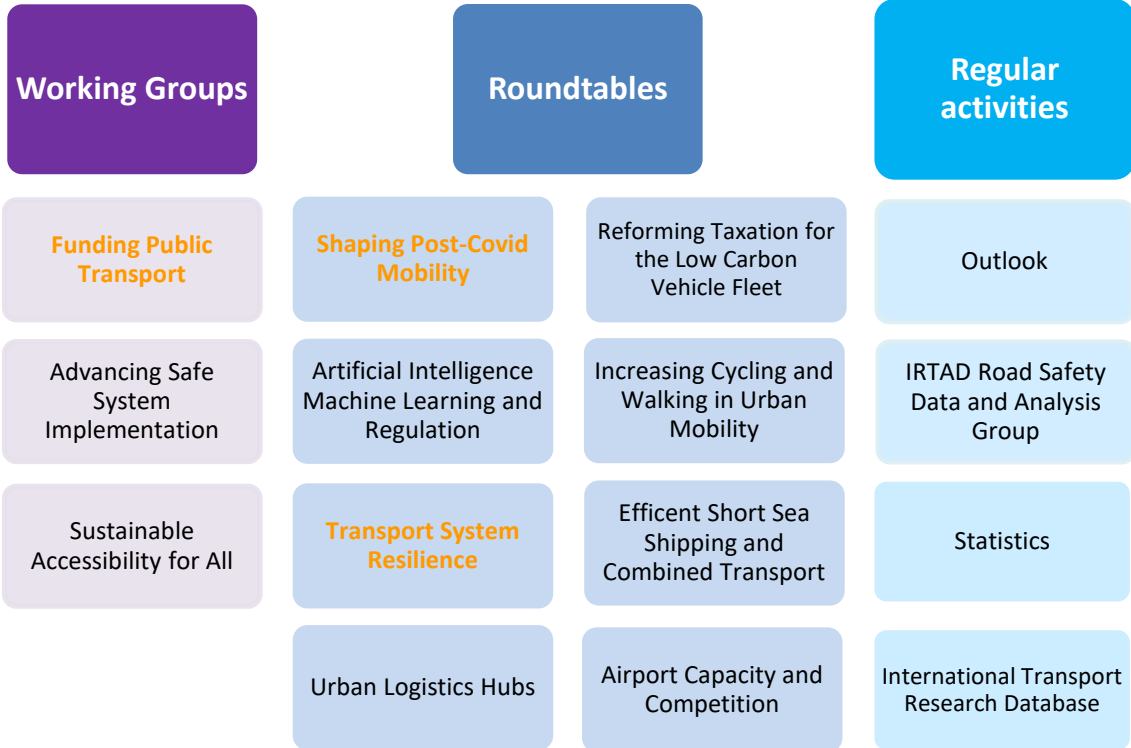
### Reshaping the Aviation Sector in the Wake of Covid-19

(will be published February 2022)

<https://www.itf-oecd.org/reshaping-aviation-post-covid-19-roundtable>



## Summary of 2022-23 projects: 3 projects related to Covid-19



# 03

## Summary of ITF Transport Outlook 2021

**Key Findings:**  
Reshaping transport for a cleaner  
environment and fairer societies



# The 2021 edition

The ITF Transport Outlook 2021 provides scenarios for the **development of transport demand** up to 2050. It also models **transport decarbonisation scenarios** and their impacts on climate change.

Based on this, **the ITF Transport Outlook 2021 identifies decisions that policy makers will need to take to ensure a transition to sustainable mobility that is effective as well as equitable.**

This edition includes **a special focus on the impacts of the Covid-19** pandemic on transport systems, and models potential long-term changes with challenges and opportunities for decarbonisation.



# The ITF Transport Outlook 2021

Transport Sectors	Policy Scenarios	Modelling Outputs
Urban Passenger Transport	Recover	Transport demand
Non-urban Passenger Transport	Reshape	CO <sub>2</sub> emissions
Freight Transport	Reshape+	Other

# The three policy scenarios

Recover

Current trajectory.  
Implemented and announced commitments.  
Established economic practices.

Reshape

A paradigm shift.  
Transformational commitments.  
Green recovery.

Reshape+

Reinforce Reshape.  
Leverage Covid-19 recovery.  
Achieve decarbonisation faster and with more certainty.



# The current trajectory

# Three facts about the current trajectory of transport

1

**Transport demand will more than double by 2050**

Global transport of people and goods will strongly increase to 2050 due to population growth and economic development.

2

**Transport's CO<sub>2</sub> emissions will grow almost 16% by 2050**

Any advances in decarbonising transport will be more than offset by increased demand for mobility.

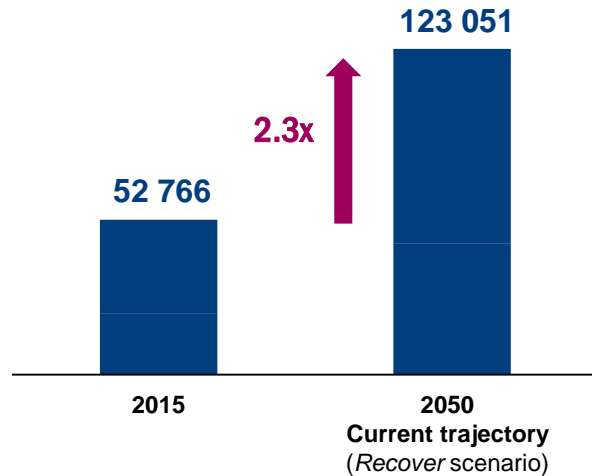
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**The largest economies are also the highest emitting**

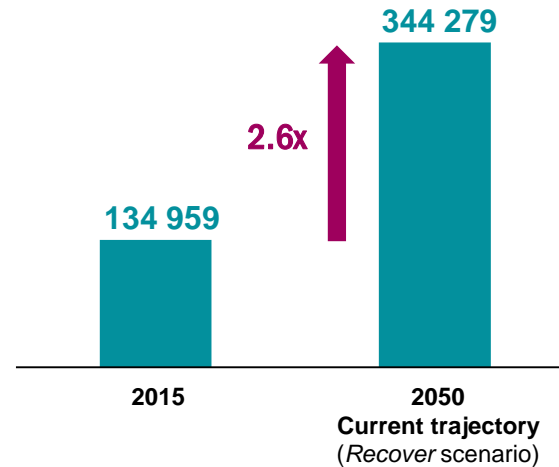
Developed nations also have the largest capital and greatest technological means to reduce CO<sub>2</sub> emissions.

# Global demand for transport will more than double

**Passenger transport demand**  
(billion passenger-kilometres)



**Freight transport demand**  
(billion tonne-kilometres)



Under the current policy trajectory, **passenger activity will increase 2.3-fold** to 2050. **Freight transport will grow by a factor of 2.6**. Population growth and increasing prosperity drive increased demand in all scenarios.

# Transport CO<sub>2</sub> emissions will grow 16%

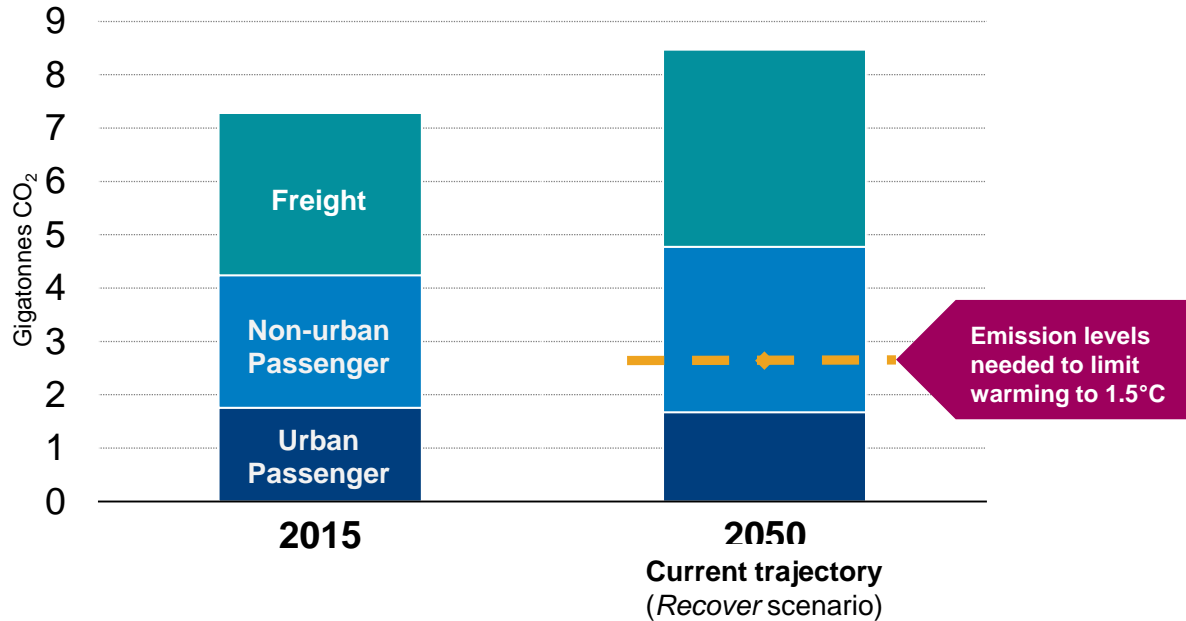
Under today's policies, transport will emit **16% more CO<sub>2</sub>** in 2050 than 2015

Emissions from passenger mobility would **rise by 13%**

Freight emissions would be **22% higher**

Emissions would exceed transport's carbon budget **more than three times**

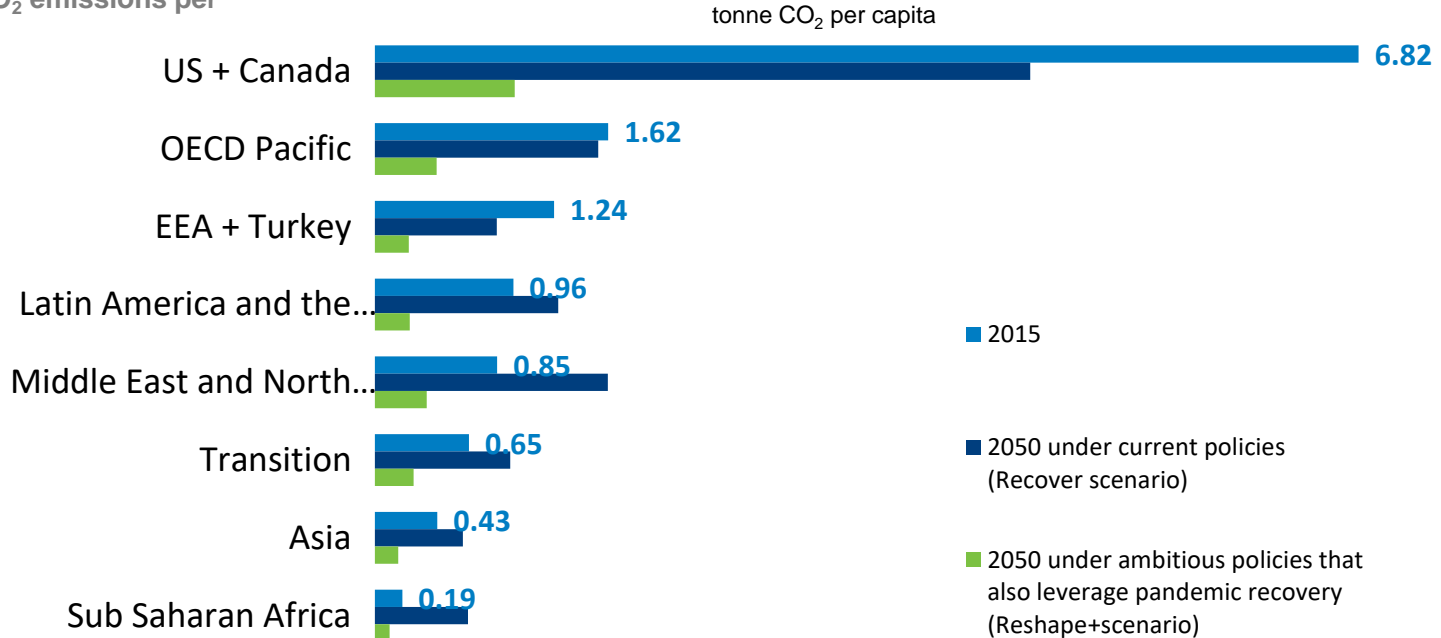
Total transport CO<sub>2</sub> emissions by sector  
(Gigatonnes CO<sub>2</sub>)



Note: Estimates of the emissions levels needed to meet 1.5C warming levels were sourced from <https://data.ene.iiasa.ac.at/iamc-1.5c-explorer> similarly to ICCT (2020). Transport sector emissions pathways with low or no overshoot were selected before estimating the median emissions in each year. Emissions of black carbon are excluded as these are not estimated in the ITF or IEA MoMo models.

# The largest economies are the highest emitting

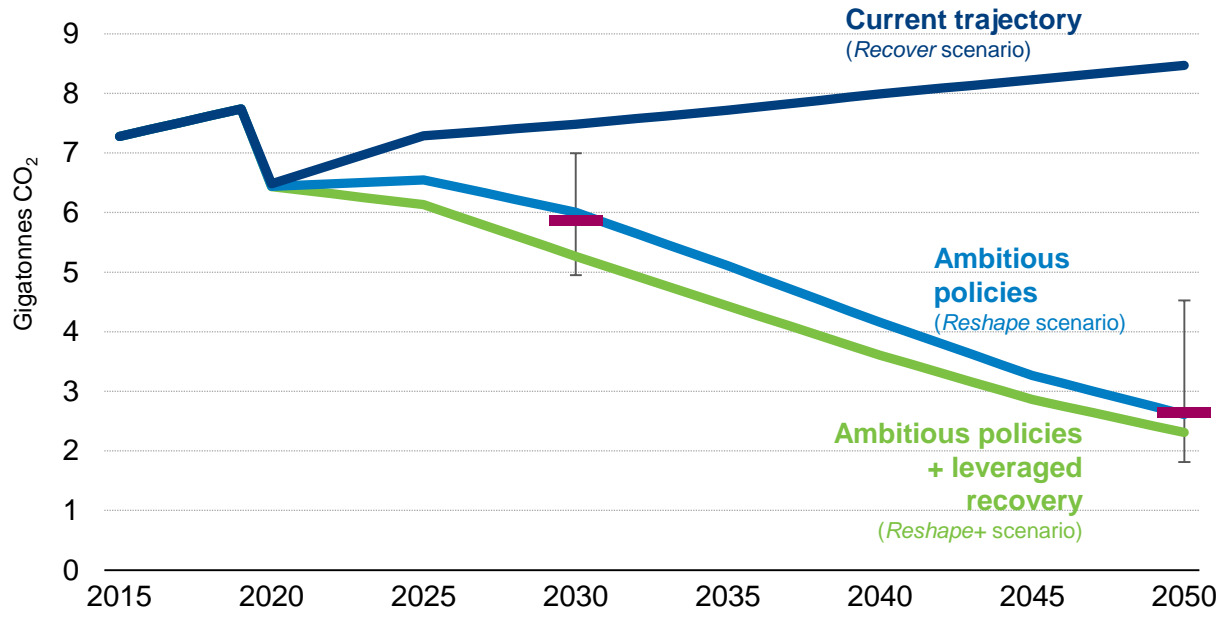
Transport CO<sub>2</sub> emissions per capita  
(tonnes CO<sub>2</sub>)



Developed countries **emit the most CO<sub>2</sub>** from transport, but also have the **largest capital and greatest technological means** to reduce CO<sub>2</sub> emissions.

# Six top tasks for policy makers

# Implement much more ambitious policies that will reverse the growth of transport CO<sub>2</sub> emissions



Transport CO<sub>2</sub> emissions are **set to rise**, not fall

CO<sub>2</sub> emissions could be **nearly 70% less** in 2050 compared to 2015

Transport's carbon budget to limit global warming to 1.5°C

Total transport CO<sub>2</sub> emissions by scenario  
(Gigatonnes CO<sub>2</sub>)

Note: ITF models used in this Outlook are typically run by five-year increments, therefore the 2020 to 2025 recovery trend may not necessarily be linear despite being shown as such in the figure. The shape of this "recovery curve" will depend on policy implementation and economic trajectories. Estimates of the emissions levels needed to meet 1.5C warming levels were sourced from <https://data.ene.iiasa.ac.at/iamc-1.5c-explorer> similarly to ICCT (2020). Transport sector emissions pathways with low or no overshoot were selected before estimating the median emissions in each year, error bars represent the 25th and 75th percentiles of scenarios. Emissions of black carbon are excluded as these are not estimated in the ITF or IEA MoMo models.

# Align Covid-19 recovery packages to revive the economy, combat climate change and strengthen equity



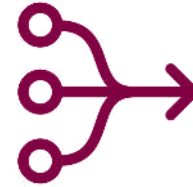
## Global inequality

Incomes  
Emissions  
Opportunities



## Exacerbated by Covid-19

Economic losses  
Access limitations



## Address with aligned action

Economic recovery  
Environmental objectives  
Policies for inclusion

An unbalanced focus on economic growth ignores social and environmental costs. Aligned policies are **more cost effective, gain public support, and can achieve goals faster.**



# Governments should shift the priority to improving accessibility

Increasing capacity does not mean improving accessibility

Consider citizens' **desired destinations** and focus on how well transport **connects** them

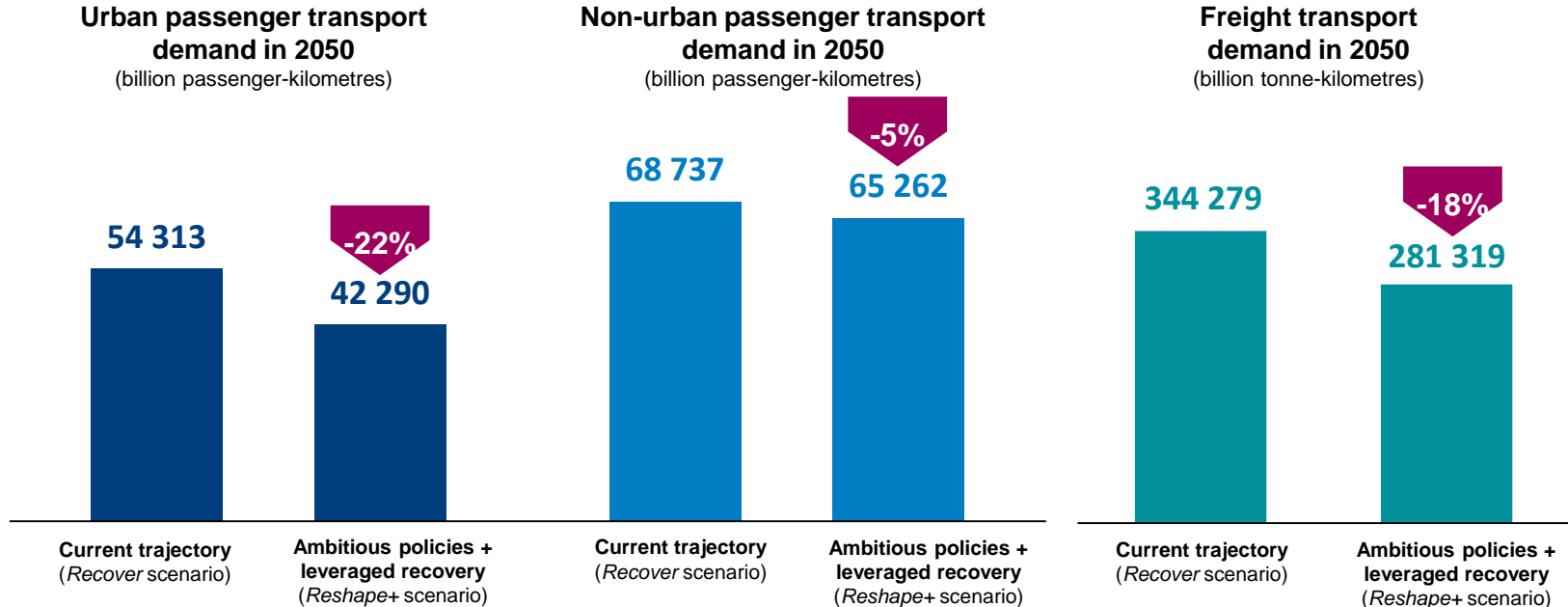
Improving accessibility **delivers on several goals**—from climate change mitigation to sustainable development and human wellbeing



Demand under ambitious policies + leveraged recovery (*Reshape+* scenario) vs. current trajectory (*Recover* scenario) in 2050

Shifting the focus from mobility to accessibility could make **more than one-fifth** of urban passenger transport activity redundant

# Target different transport sectors with strategies that reflect their specific decarbonisation potential



Urban travel has the greatest demand management potential. Reducing demand is most difficult for **regional and intercity travel**.

# Support innovation to accelerate technological breakthroughs needed to decarbonise transport



## Improve technologies

- Alternative fuels
- Increased energy efficiency
- Improved vehicle technology



## Encourage uptake

- Target high-use vehicle fleets
- Invest in charging infrastructure
- Offer purchase subsidies



## Boost digitalisation

- Real time information
- Efficient routing
- Optimal use of assets

Technological improvements offer the most promising path to decarbonising those parts of the transport sectors that are **hard to decarbonise**, such as aviation and road haulage

# Intensify collaboration for sustainability with non-transport sectors and between public and private actors



## **Clean transport needs clean energy**

A green electricity grid is crucial  
so electric vehicles can be  
truly emissions-free



## **Trade and tourism need clean transport**

Low-carbon transport is key to  
sustainable trade and tourism



## **Public and private sectors need to work together**

Maximise benefits of new mobility  
Integrate land-use decisions with  
transport planning

# Six top tasks for policy makers

## 1 Increase ambition

...to reverse the trend and reduce transport emissions by 70%. Today's policies are not sufficient.

## 2 Align policies

...to revive the economy, combat climate change and strengthen equity.

## 3 Focus on accessibility

...to make trips easier and increase opportunities. More mobility is not better well-being.

## 4 Target sectors

...with strategies geared to their emissions-reduction potential. Urban mobility has the highest potential, road freight and aviation are hardest to decarbonise.

## 5 Support innovation

...to accelerate technological breakthroughs needed to decarbonise transport.

## 6 Break down silos

...and boost collaboration between interdependent sectors like transport, energy, tourism and trade. Transport cannot succeed alone.

# Thank you

Please feel free to contact:

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