

# Key Messages from Ministers

2011 Annual Summit: Transport for Society

2011

## KEY MESSAGES FROM MINISTERS ON TRANSPORT FOR SOCIETY

The Ministers of the International Transport Forum, meeting in Leipzig on 26 May 2011,

### Underscore:

- the vital importance of passenger and freight transport for enabling economic growth, supporting individual well-being, and providing access to markets for labour, goods, and services;
- the complex challenge of meeting society's increasing demand for high-quality transport, while simultaneously reducing the adverse impact of transport on climate change and air quality, human health and the natural environment;
- the additional challenges facing transport systems from growing urbanisation, and changing demographics, notably the ageing populations in many countries;
- the need for a sustainable and efficient logistics and freight transport system, able to meet the demands of economic and traffic growth; and
- the considerable pressures on public budgets in many countries in the wake of the global financial crisis.

### Note:

- that the disruptions caused by the recent earthquake and tsunami in Japan tragically highlight the essential role of transport in the lives of individuals and communities, reminding us that what is particularly important in the event of a natural disaster are disaster-resistant infrastructure; the quick restoration of operations; and the provision and sharing of information on damage, recovery and the availability of transport services.

### Highlight:

- the importance of focusing transport policy on citizens and communities, all of whom are directly affected by the benefits and impacts of transport use;
- the essential and complementary roles of the private and public sectors in providing services and infrastructure; and
- the efforts underway in the OECD and other organisations to broaden the framework for measuring societal well-being beyond GDP, and the need to ensure that transport is included adequately in this work.

**Agree** to work to improve the net benefits of transport and increase social, environmental and economic sustainability, focusing on the following challenges:

- **Equity**, by taking into account the needs of those segments of society whose access to opportunity is limited as a result of their income level, reduced mobility, or location patterns; by ensuring that questions of equity are adequately considered in investment decisions; and by recalling Ministers' 2006 recommendations on [Improving Transport Accessibility for All](#);
- **Safety**, by recognising that the global numbers of road traffic deaths and serious injuries remain unacceptably high, and by supporting the United Nations' Decade of Action for Road Safety, while continuing to promote global best practices in all modes;

- **Security**, by supporting continued global collaboration to combat terrorism and crime in transport, and by constantly enhancing vigilance on the basis of risk-based approaches that respect the individual integrity of the traveller and optimise the use of public resources;
- **Urbanisation**, by working proactively with other levels of government to foster urban transport systems that optimise the use of all modes to meet the mobility and freight needs of growing urban populations, and by recalling Ministers' 2006 recommendations on [Implementing Sustainable Urban Travel Policies](#);
- **Economic growth**, by orienting transport policy towards supporting economic growth and employment; by prioritising the availability of resources for the maintenance, renewal and upgrading of transport systems; by focusing on investments that facilitate access to economic centres, urban areas and key corridors; by promoting a freight transport system that is reliable, efficient, and environmentally sound, with strong links between all modes; and by implementing recommendations from the 2009 Annual Summit on [Transport for a Global Economy: Challenges and Opportunities in the Downturn](#);
- **Employment**, by working with employers, employee associations and educational institutions to facilitate the education and training required to ensure the availability of skilled personnel to meet the needs of the transport sector of the future, while recognising the links between working conditions, the ability to attract skilled employees and the quality of services provided;
- **Efficiency**, by making the most of the efficiency-enhancing potential of private-sector actors in providing services and infrastructure; by employing appraisal tools in order to optimise the use of public resources; by encouraging pricing that better reflects the costs of transport use; by collaborating with other national, regional and sub-national governments to share best practices and avoid duplication of efforts; and by monitoring the performance of the transport sector to achieve the highest possible value to users and taxpayers;
- **Financing**, by identifying new funding sources, business models and best practices to support the construction, implementation, operation, and maintenance of transport, thus providing options to decision-makers for effective funding and resource strategies that provide the highest possible value for users and taxpayers;
- **Technology and innovation**, by promoting new practices and technologies – including Intelligent Transportation Systems (ITS), and new vehicle technologies, such as hybrids, new-generation batteries and fuel cells – that improve access, environmental performance, safety, efficiency, connectivity and the effective and optimal use of infrastructure for freight transport; by adopting policy frameworks to encourage innovation; and by implementing recommendations from the 2010 Annual Summit on [Transport and Innovation: Unleashing the Potential](#); and
- **The environment and health**, by encouraging the use of transport modes – including public transport, cycling and walking, as well as rail and inland waterways for freight – that can reduce emissions of greenhouse gases and air pollutants, mitigate congestion and improve individual health; by working to reduce the energy intensity and emissions of motorised transport; and by implementing recommendations from the 2008 Annual Summit on [Transport and Energy: the Challenge of Climate Change](#) and recalling Ministers' 2004 recommendations on [National Policies to Promote Cycling](#).

In conclusion, **Ministers of the International Transport Forum** will, in their national policies, continue to address these challenges, and call on all transport stakeholders to join them in their efforts to ensure that transport continues to enhance the quality of life of individuals and communities.

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