



MISSION:

"To foster a deeper understanding of the role of transport as a key to economic growth and of its impact on the environmental and social dimensions of sustainability."

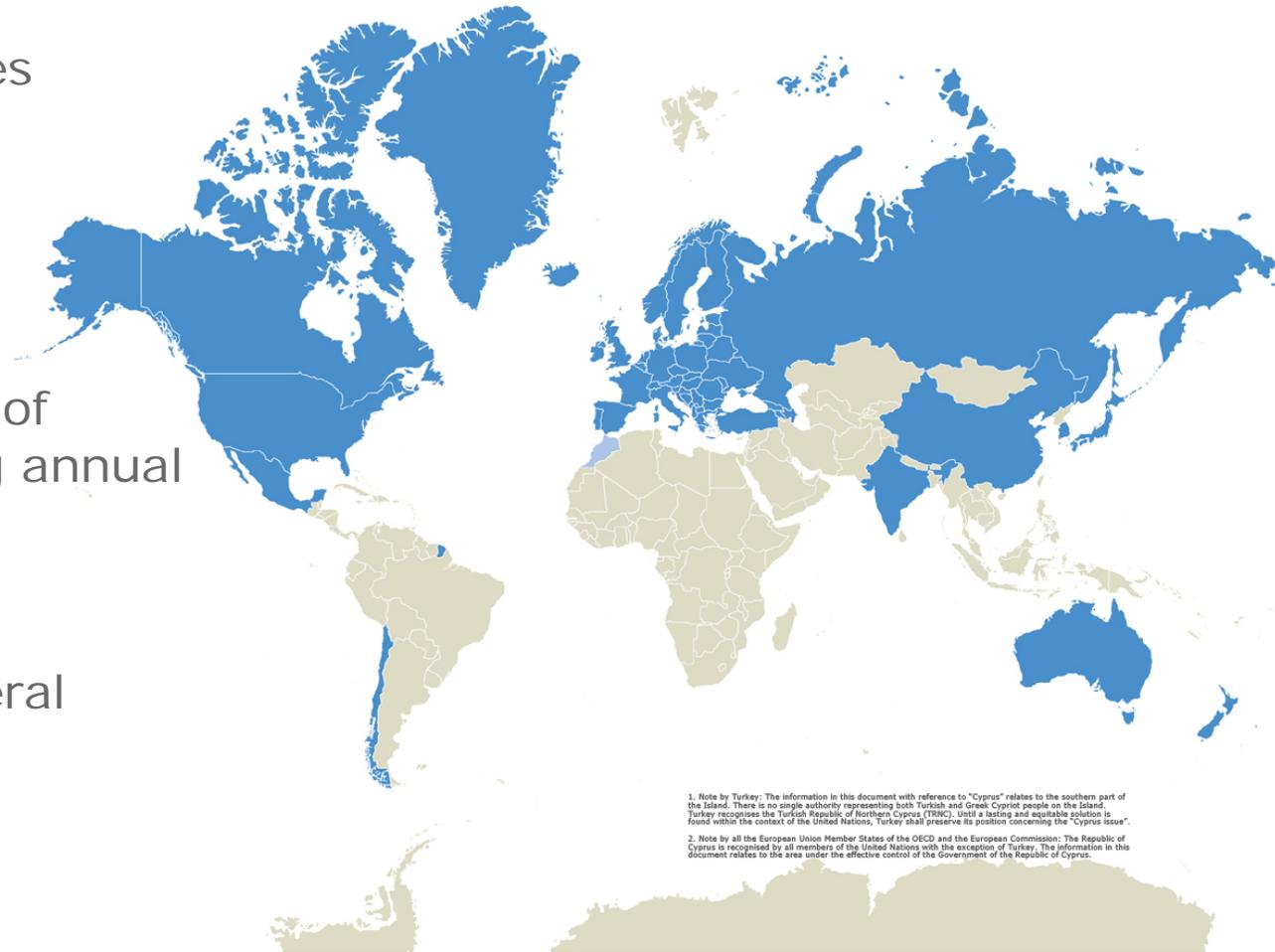
Intergovernmental Organisation

54 member countries
21 non-OECD

Housed by OECD

Council of Ministers of
Transport, rotating annual
presidency

Legal instruments:
European Multilateral
Quota System



1. Note by Turkey: The information in this document with reference to "Cyprus" relates to the southern part of the Island. There is no single authority representing both Turkish and Greek Cypriot people on the Island. Turkey recognises the Turkish Republic of Northern Cyprus (TRNC). Until a lasting and equitable solution is found within the context of the United Nations, Turkey shall preserve its position concerning the "Cyprus issue".

2. Note by all the European Union Member States of the OECD and the European Commission: The Republic of Cyprus is recognised by all members of the United Nations with the exception of Turkey. The information in this document relates to the area under the effective control of the Government of the Republic of Cyprus.

Think Tank

Evidence-based research
and analysis

Data and statistics

Identification of
best-practice policies

Institutionalised in OECD/ITF
Joint Transport Research Centre
(JTRC)



STRATEGIC AGENDA

- **Value for member countries**

Focus on members' requirements, urgent requests, and work program in consultation with governments (via DoT RITA)

- **Regional and modal balance**

Geographical / Aviation / Maritime

- **Current focus**

Investment & finance

Projections & appraisal

Better economic regulation

Safety & security

Environment

Globalisation & trade

DELIVERY

- **International working groups of peers**
Joint reports, operational recommendations,
national/regional workshops, study tours, bilateral
consultations
- **Roundtable meetings**
Research implications for policy making
- **Tailored consultations**
From informal meeting to national policy peer review
- **Annual Summit meeting**



OUTPUTS

 International
Transport Forum



**Pedestrian Safety,
Urban Space
and Health**



Research Report
Summary Document



 International
Transport Forum



**Improving the
Practice of Transport
Project Appraisal**



149
Roundtable Report



 International
Transport Forum



**Better Economic
Regulation: The Role
of the Regulator**



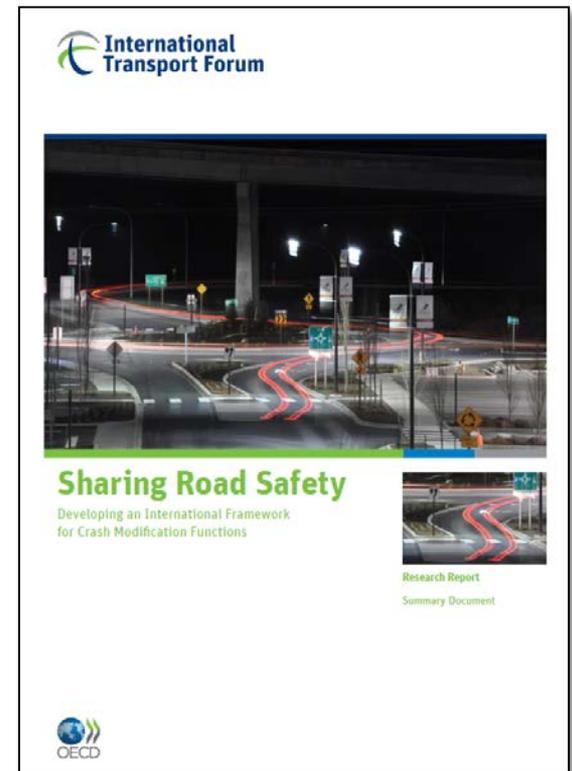
150
Roundtable Report



Sharing Road Safety

Developing an International Framework
for Crash Modification Functions

- ❑ Group proposed and chaired by FHWA
- ❑ Composed of top experts internationally
 - operational recommendations
- ❑ Road safety policy is increasingly dependent on sound indicators of the effectiveness of countermeasures - CMFs are fundamental
- ❑ Prospect of rapid advances and major cost savings through the transfer of results internationally
- ❑ Transferability relies on analysing the extent to which a CMF is dependent on the circumstances in which it was developed



Benefits of transferability of Crash Modification Factors

- ❑ Optimizing costly and time-consuming development of CMFs
 - US – \$200,000-500,00 is typical
- ❑ Eases the burden on countries to develop full sets of measures independently
- ❑ Helps fulfil the Countries' needs for reliable estimates
 - Current lack of substantiated knowledge of the effects of countermeasures
- ❑ Allows for more rapid adoption and dissemination of new life-saving safety measures



Recommendations

- ❑ Follow the guidance in the report to provide information on essential reporting elements
- ❑ Coordination of research on priority countermeasures should be considered within an international group (TRB, PIARC, other)
 - Transnational database is needed for CMFs
- ❑ A concerted effort should be made to publicize benefits of decision-making based on CMFs



Adaptation to Extreme Weather & Climate Change

- Working Group Chaired by Butch Wlaschin, FHWA, Aims
 - Improve understanding of how and where transportation networks are vulnerable to extreme weather and climate.
 - Develop strategies to maintain asset value and system performance despite uncertainties regarding future climate and extreme weather conditions.
- International collaboration facilitating US-Japanese exchange
December 2012



Annual Summit

Ministerial Meeting and
Declaration from Ministers

Ministers' Roundtables

Panel Discussions with Ministers,
Industry, Research, Civil Society

Bilaterals and Networking

Exhibition

1000 participants (2012)



2013
annual summit

Funding Transport

22-24 May 2013,
Leipzig, Germany

iNORWAY
PRESIDENCY 2013

Adaptation to Extreme Weather and Climate Change

- ❑ Working Group Chaired by Butch Wlaschin, FHWA
- ❑ Need to account for uncertainty regarding future climate and extreme weather patterns in infrastructure construction, maintenance and operation.
- ❑ The existing asset base was built and is maintained under assumptions regarding weather risks that likely do not reflect what the future holds.
- ❑ Relevant international experience in relation to storm surges, earthquakes, tsunamis
- ❑ Policy makers need to
 - Understand how and where transportation networks are vulnerable to extreme weather and climate.
 - Develop strategies to maintain asset value and system performance despite uncertainties regarding future climate and extreme weather conditions.



- ❑ Reducing asset vulnerability helps ensure expected life-time benefits are delivered .
 - ❑ Climate-proof maintenance plans extend the life of assets.
 - ❑ Resilience strategies also relevant to disruption from crashes, etc.
 - ❑ Recovery from extreme weather and other catastrophic events can be accelerated with built-in weather and climate robustness.
 - ❑ Not all infrastructure is equally critical – strategies should be targeted in relation to traffic levels and redundancy in the network.
 - ❑ Protecting all infrastructure from all potential extreme weather and climate risks is unaffordable – plans must therefore account for safe infrastructure failure and rapid network service recovery.
 - ❑ Systematic maintenance at recommended levels would already go a long way to reduce asset and network vulnerability to extreme weather and climate change.
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