

**Second United Nations Global Sustainable Transport Conference
Side Event****Equitable and Just Transition to Sustainable Transport Policies****Friday, 15 October 2021
16:00 – 17:30 GMT+2 / 22:00 – 23:30 GMT+8****Summary Report**

Recording: <https://youtu.be/1KsizHFp8Y0>**Introduction**

An equitable and just transition to sustainable transport will require changes in policies and governance. This side event focused on policy actions that are critical to ensure an effective and equitable transition to sustainable mobility on an urban, national and global level, especially in the wake of the Covid-19 pandemic. It highlighted examples of policy changes in the re-spacing of cities, accessibility and in the transport workforce as the transport sector evolves to be more decarbonised, digitalised and under increasing climate pressure.

This side event contributed to the Second Global Sustainable Transport Conference by bringing together multi-stakeholder groups to identify policy actions that will support sustainable and equitable transport development, as well as to integrate sustainability principles into Covid-19 recovery pathways. The panelists represented a broad range of stakeholder groups, including national government (Ministry of Transport of Argentina), cities (C40 Cities), private sector (ARRIVAL) and international organisations, including the International Labour Organisation (ILO) and International Transport Forum (ITF). The topics of discussion ranged from a national level perspective, to city and street levels, which were then supported by examples from the private sector and guidelines developed by ILO on just transition in the transport sector.

Discussion Points

The side event started with a presentation by the ITF with key findings from the ITF Transport Outlook 2021 to help frame the discussion. This year's theme was reshaping transport for a cleaner environment and fairer societies within the context of Covid-19 recovery. Under the current level of policy ambition, the demand for passenger travel and movement of goods is expected to more than double from 2015 to 2050. Much of this growth in passenger and freight demand is driven by population growth and increasing prosperity and quality of life around the world. The transport sector will see a 16 percent growth in CO₂ emissions by 2050. The ITF then presented four top tasks of policy makers and how each of them is relevant to a just transition. These measures are to increase ambition to reverse the trend and reduce transport emissions by 70 percent, align policies to revive the

economy, combat climate change and strengthen equity, focus on accessibility to make trips easier and increase opportunities, and support innovation to accelerate the availability of technological breakthroughs needed to decarbonise transport, while keeping equity at its centre. This could be done by improving technologies but also keeping them affordable and available across the globe. Decarbonisation is therefore not just an environmental issue but a social problem.

This opening presentation was followed by a panel discussion where the representative from the Ministry of Transport of Argentina provided a perspective of Latin America in general, as well as Argentina's experience in decarbonising transport through strong commitments from both the private and public sectors. Argentina ensured that the movements of goods and people must continue even in the worst climate scenarios and this would require a systematic approach. Measures that have been implemented to address transport and climate change, including the adoption of electric vehicles, were also shared. There is a need to reduce the social differences and to improve the quality of life.

C40 Cities then shared examples of how they have integrated several social programs to the support they offer to cities in decreasing their carbon emissions, as well as transport policies that cities are implementing to make the transition to sustainable transport more equitable and inclusive, such as the BlueLA programme, where low income households receive subsidies to access new transport technologies. Its mission is to help cities and to ensure that the voices from women and youth are also heard. In addition, the representative from C40 stated that the best transport strategy is good land use planning, and cities need to promote walking, public transport and walking, because there are already sustainable modes. Electric vehicles should be seen and used by everyone, not just the affluent.

The ITF presented findings from a new study on the allocation of street space, where it is recognised that street space is a rare resource in dense urban settings but it is currently allocated to highly space-consuming transport modes in most cities and without respect to time-variable demands for that space. As part of Covid-19 recovery, the rationale for street space allocation should be addressed and the ITF has developed a method for measuring mobility-related space consumption. Leveraging an agent-based model for a mid-sized city, it explores the interaction among a broad range of new mobility services and travel modes and the introduction of limited, dynamic and demand-responsive re-allocation of street space. The ITF argued that space consumption should be incorporated into policy and appraisal assessments to deliver more just outcomes. This is particularly relevant due to the growing importance of new micromobility and shared transport alternatives in many cities around the world, and is particularly important during the Covid-19 recovery period as cities around the world try to build back better.

Arrival provided the private perspective and its role in improving the just transition of zero emission vehicle, particularly through its pioneering flexible Microfactories. This approach allows cost-effective production of many different vehicle types including light vans and large buses that will benefit different parts of a city economically. Arrival's new method of design and production makes the cost of its electric vehicles comparable to internal combustion engines, which will help accelerate the mass adoption of electric mobility. Arrival also ensures that electric vehicles are deployed in the most underserved communities and local communities can benefit economically and environmentally from manufacturing, through its Microfactories. Arrival is also moving transport use from private vehicles to shared mobility and collaborates with other companies, such as Uber.

The representative from ILO highlighted the importance of just transition and the creation of green jobs as the transport sector continues to evolve. The ILO promotes green jobs as part of decent work. In this way, green jobs are connected with sustainable development, people wellbeing and healthy organisations. The ILO has adopted some recommendations on green jobs since 2013. Later, it adopted the Guidelines for a just transition towards

environmentally sustainable economies and societies for all, adopted in November of 2015, by the ILO Governing Body. In 2019, the ILO also issued a report on “Skills for a Greener Future”. The ILO defines green jobs as “decent jobs that contribute to preserve or restore the environment, be they in traditional sectors such as manufacturing and construction or in new, emerging green sectors such as renewable energy and energy efficiency”. In general, “green jobs help improve energy and raw materials efficiency, limit greenhouse gas emissions, minimise waste and pollution, protect and restore ecosystems, and support adaptation to climate change”.

ILO’s new study “Jobs in Green and Healthy Transport: Making the green shift” documents the case that a structural transformation of the transport sector will be needed if environmentally sustainable, green economies are to become a reality. This could lead to the creation of millions of new jobs as the study finds that 10 million additional jobs could be created worldwide in the UN Economic Commission for Europe (UNECE) – 2.9 million in the UNECE region – if 50 per cent of all vehicles manufactured were electric. In addition, almost 5 million new jobs could be created worldwide – 2.5 million in the UNECE region – if UNECE countries doubled investment in public transport. The report examines the employment implications of four “green transport” scenarios in 56 countries in North America, Europe, the Caucasus and Central Asia, which are members of the UNECE. It compares a ‘business-as-usual’ approach with scenario-based projections that run up to 2030. These options envisage an accelerated expansion of public transport and the electrification of private passenger and freight transport.

As the transport sector becomes more decarbonised, digitalised and experiencing increasing climate pressure, it would be imperative to better understand the impact of these changes on transport equity and the existing and future transport workforce. More policy changes will be necessary to prepare transport workers for the disruptions in the sector by creating a level playing field and to ensure sustainable finance and green funding programmes are available to support a just transition towards decent work and sustainable transport. The accessibility to sustainable transport modes and services will also need to be strengthened for all users, especially those in low income households and vulnerable groups.