

# Briefing: A Just Transition in the Transport Sector

*Context: this document does not aim to present a comprehensive analysis of challenges, approaches or targets of a just transition in the transport sector, but instead aims to provide a quick and compact "onboarding" for interested stakeholders.*

The speed and global dimension of the current transformation of the transport sector creates huge societal challenges. A core component of this transformation is the transition from fossil fuelled to zero-emission mobility systems to combat climate change. The challenge lies in moving towards low carbon urban transport systems that improve livelihoods of people at the same time. Therefore, we need to ensure the transition creates fair and dignified jobs, as well as equally spread social and economic opportunities for everyone, everywhere.



**Where does the term 'Just Transition' originate and what does it mean?**

The term 'Just Transition' was first coined in the 1970's by labour unions in the United States in their fight for better labour protection in the oil, chemical and nuclear industries. Today, the term has been taken up by major political agendas to promote the provision of new green jobs that can contribute significantly to poverty eradication, inequality reduction and social inclusion while simultaneously addressing climate change.

According to the International Labour Organization (ILO),

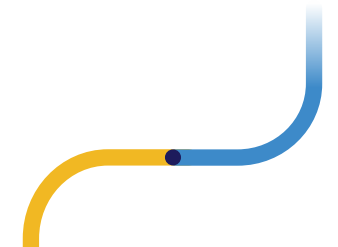
**"A Just Transition means greening the economy in a way that is as fair and inclusive as possible to everyone concerned, creating decent work opportunities and leaving no one behind."**

**How does a Just Transition relate to the transport sector?**

TUMI has identified three key dimensions that outline a just transition in the transport sector:

- 1. Just access to mobility for liveable cities**
- 2. Fair and dignified jobs in the transport sector**
- 3. Climate-friendly and just mobility industries and businesses**

A just transition should provide equitable access to opportunities, increase women and other marginalized groups participation in the labour force and develop appropriate social protection for workers in the sector. A just transition to a low carbon transport sector provides huge opportunities to tackle the underlying structural social injustices of our mobility systems and urban development patterns.



# What initial challenges does TUMI identify for a Just Transition in the transport sector?

## Green, fair and dignified jobs

Most workers in the transport sector are not protected by social insurance, do not earn decent wages, or work in informal, precarious and unsafe environments rife with gender-based discrimination. Disruptions and new business models in the transport sector are shaking up the industry with new career paths, required skills and business models.



## Cities, streets and places

Vulnerable populations lack access to safe, attractive walking and cycling infrastructure and public transport and thus to basic needs and services – while living further away from work-places and opportunities. The effects of climate change, such as increasing heat waves and flooding, will disproportionately affect these groups.

## Public transport

While we need more attractive and accessible public transport to meet the mobility needs of people and fight climate change, the contribution of paratransit in providing affordable access is often not recognized. The modernization and formalization of paratransit has a wide-ranging social impact and must be well managed.

## Electric mobility

The electric vehicle industry provides huge opportunities for a just transition in the transport sector by creating a host of new green jobs and avenues for the empowerment of women and other marginalized groups. E-Mobility best contributes to a just transition if embedded in public and shared mobility systems (more mobility with less vehicles).

## Data

Cities lack mobility data and a complete view of their public transport networks. Data is crucial for planning integrated public transport systems, designing passenger information systems, and working with operators to upgrade transit services to better serve the needs of all riders including women and other marginalized groups.

## Gender & Social Equity

Women are underrepresented in the transport sector – in fact they make up less than 20% of the global workforce and this falls to the single digits in managerial positions. The potential of women to transform the sector as workers, planners and decision-makers is crucial to ensure that transport is responsive to the needs of all users. A lack of appropriate mobility options and gender-based violence are key barriers to overcome for the higher economic and social participation of women.

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