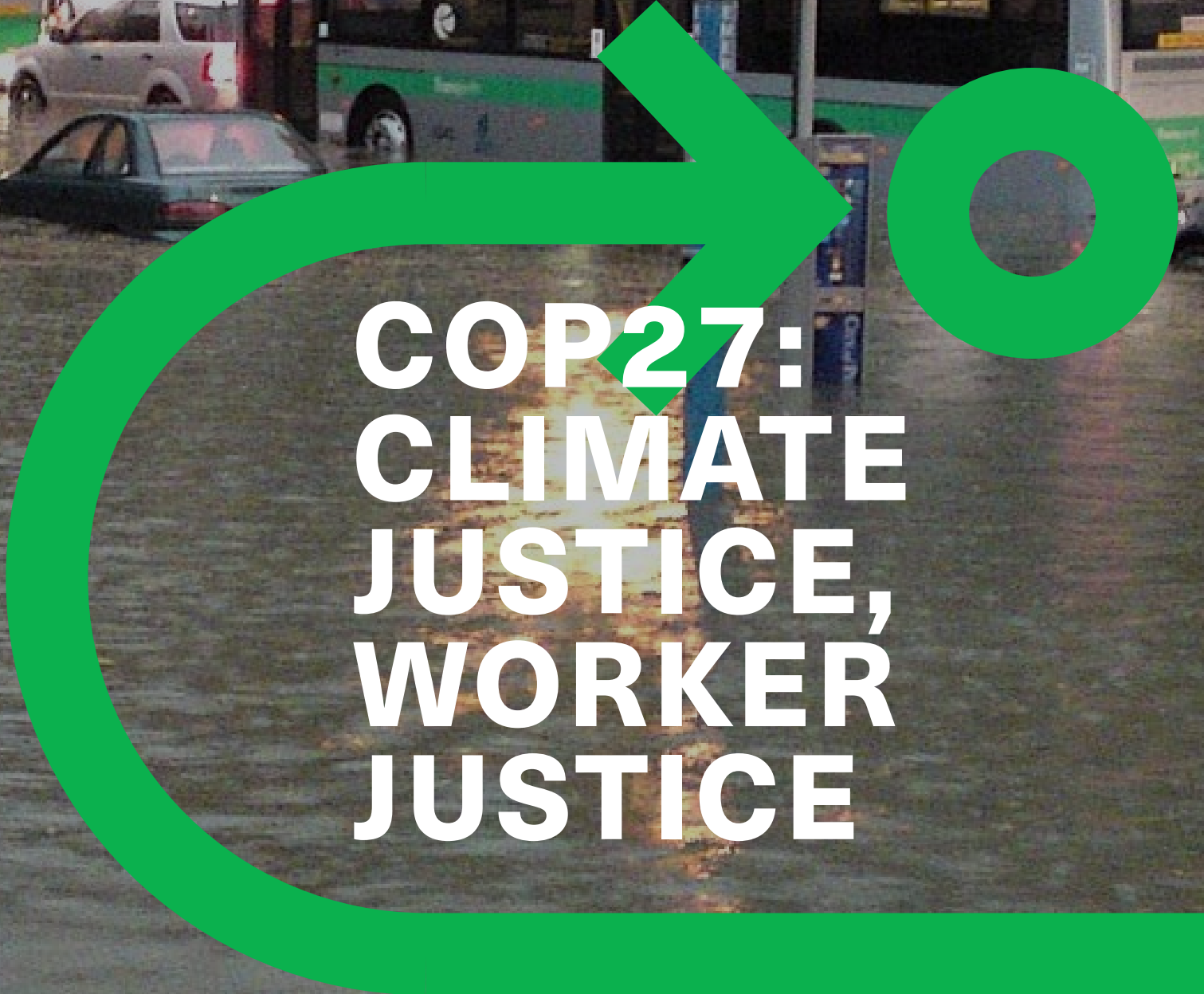


ITF

Moving the
World
Forward



COP27: CLIMATE JUSTICE, WORKER JUSTICE



ITF

**Moving the
World
Forward**

**THE INTERNATIONAL TRANSPORT WORKERS'
FEDERATION (ITF) IS A DEMOCRATIC,
AFFILIATE-LED GLOBAL FEDERATION OF
670 TRADE UNIONS IN 147 COUNTRIES,
REPRESENTING OVER 18 MILLION WORKING
MEN AND WOMEN IN ALL TRANSPORT
SECTORS. THE ITF PASSIONATELY
CAMPAIGNS FOR TRANSPORT WORKERS'
RIGHTS, EQUALITY AND JUSTICE.**

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FOREWORD

WHAT'S AT STAKE FOR TRANSPORT WORKERS AT COP27?

We have a climate emergency. It is hitting vulnerable populations in countries across the world much earlier and harder than people expected. Scientists tell us we can't afford any more delays in action.

Transport workers have been working through the floods in Pakistan, where a third of the country was under water. Europe's hottest summer in 500 years saw transport workers face extreme heat, while storms and hurricanes have brought chaos to the Philippines and the United States. Through all these climate crises, transport workers have kept countries moving, delivering lifesaving aid and ensuring our economies keep functioning, moving goods and getting people get to work.

Transport is responsible for 15% of all greenhouse gases

The 2022 global climate summit, COP27, is a critical moment where governments and policy makers must take up their responsibilities and

move from words to action. While fossil fuel dependent transport industries are a major challenge today, the zero carbon transport industries of the future can be part of the solution. COP27 must be the moment where transport workers see governments act and implement climate policies. To get there we must fast track the energy transition with sustainable and alternative fuels, and electrification.

Governments must increase the ambition of their climate action

Climate change doesn't stop while we respond to pandemics, inflation, or supply chain disruption. There is nowhere near enough commitment from governments or investors to drive the industrial transition required to keep us within a 1.5°C temperature increase. All governments must take responsibility for making progress. Urgent action is needed that raises ambition and holds corporations to account through industry plans with just transition measures. Climate action is about decent work, quality jobs and social protection, based on social dialogue with trade unions. People must be at the centre of the transition with jobs and just transition plans in all transport sectors.



Investment is falling way below the finance needed for the transition

The failure to honour the \$100 billion per year by 2020 climate finance target set in 2009, or to address the huge problem of loss and damage, has led to a breakdown of trust within and between countries. Action on climate change must see a global commitment for the biggest investment in transport infrastructure in over 200 years. Investment, along with industry policy to ensure jobs, skills, and social protection for resilience, is required to meet the challenge of being zero carbon by 2050.

Despite these opportunities, governments continue to delay and push the burden of climate change on to poorer nations. Addressing climate finance is all the more important because COP27 will be the 'African COP', and the African continent is suffering particularly badly from these failures. Hosted by Egypt, COP27 is an important moment for ITF affiliates in Africa, the Arab World, and all regions to rally for climate justice for the Global South. If we invest now, we can rebuild trust in government and build a transport infrastructure fit for the future.

Trade unions are demanding a worker-led just transition at COP27

Workers are in the vanguard of raising climate ambition at COP27. The ITF is working in partnership with the whole industry, from shipping to public transport, to deliver the plans needed for the future that secure jobs, just transition and stabilise the planet's climate. We know that global emissions targets will not be met without action that addresses emissions from transport including shipping and public transport. But if the investment in infrastructure and services are not there, we won't reach the emissions targets of 45% by 2030 nor zero carbon by 2050 that we need to halt the climate crisis.

The Maritime Just Transition Task Force is an example of how all transport industries should address just transition, one that puts the voice of seafarers, or that industry's workers, at the table. Additionally, our work with C40 Cities is calling for the investments in public transport through the Future is Public Transport campaign that put workers at the heart of the industry's transition.

“The poorest and most vulnerable – those who contributed least to this crisis – are bearing its most brutal impacts. Meanwhile, the fossil fuel industry is feasting on hundreds of billions of dollars in subsidies and windfall profits while household budgets shrink and our planet burns.”

António Guterres. UN Secretary-General

We need these comprehensive approaches in all transport sectors. The aviation, rail and road transport industries have been put on notice that developing industry plans with trade unions needs to begin now.

Workers must be at the table to determine their futures, because to tackle the challenges needed to transform our economy, we need to bring every worker with us. This means workers represented at all levels from the workplace to international meetings like COP. We know that women and young transport workers will feel the greatest impact from the climate crisis, and their seat at the negotiating table, as the leaders of tomorrow, must be guaranteed.

If done right, the transition to zero carbon industries can be a big opportunity for workers – for decent pay, for better jobs, and for safer workplaces. It would also mean a planet that’s safe to live on, and the creation of industries that are not only green, but also have safe, decent jobs for generations to come.

There is no time for delay. We need climate justice and worker justice now.



**Stephen Cotton,
ITF General
Secretary**

ITF DEMANDS FOR COP27

01. RAISE CLIMATE AMBITION

Governments, business and transport unions must work together to decarbonise transport to keep the 1.5°C goal alive, and to play our part in reducing emissions by 45% by 2030 and reaching zero carbon by 2050.

To get there we must fast track the energy transition with sustainable aviation fuels, hydrogen, alternative fuels and electrification.

02. DELIVER ON CLIMATE FINANCE AND CLOSE THE RESILIENCE GAP

Fulfil the \$100 billion pledge, ramp up investment in sustainable transport infrastructure and services, and secure finance for loss and damage to transport infrastructure, and improve conditions for workers.

Governments must step up and fund adaptation plans to build climate resilient transport systems and worker conditions fit for future climate realities.

03. COMMIT TO JUST TRANSITION PLANS IN EVERY TRANSPORT SECTOR

Make transport a public good through government action and democratic control with good union jobs and just transition. Just transition standards must be included in new agreements on climate finance.

Public ownership of key transport infrastructure: urban transport, rail, aviation should be a central part of transport plans.

Photo: Marcus Kauffman



UNIONS MOBILISING FOR CLIMATE JUSTICE AND WORKER JUSTICE

Actions you can take for just transition and sustainable transport during COP27:

Track your government

Find out what your government's commitments are to climate ambition, just transition and social dialogue in their enhanced national climate plans, or Nationally Determined Contributions (NDCs). Demand amendments to national plans and NDCs where there are gaps.

Organise and demand Just Transition Committees

Encourage union representatives to speak to your members about climate action and just transition.

Organise company or workplace just transition plans with your employer and make just transition collective bargaining agreements at company, sectoral and national levels.

Influence your government

Establish contacts with your government before COP27 and share our transport workers' demands. Monitor the contributions of your government during COP27.

Participate in the Global Day of Action for Climate Justice

On Saturday, 12 November, trade unions and civil society will be stepping up to show what a world could look like that puts workers and communities at the centre of its climate policies. Mass mobilisations are taking place across the world bringing together movements to build power for systems change – from indigenous struggles to trade unions, from racial justice groups to youth strikers.

Look for a rally taking place near you – and don't forget to bring along your union's banners.

Raise your voice

Show government and business leaders that transport unions are serious about action on climate change. Share your pictures of how climate change is affecting your work and demand that your government takes action for climate justice and worker justice.

Use these hashtags on social media:
#unions4climate #COP27 #WeAreITF

THE BIG ISSUES FOR TRANSPORT WORKERS AT COP27

01. SUSTAINABLE INVESTMENT

Investing in sustainable transport creates jobs

Millions of good quality jobs around the world could be found in public transport in our cities.

With the right investment, sustainable transport can be a powerful driver of job creation, while also keeping us on a pathway of limiting global temperature rises to 1.5°C.

Modelling by the ITF and C40 in five global cities – London, Jakarta, Milan, Johannesburg, and Houston – found that millions of good quality jobs around the world could be created by investing in sustainable public transport. The modelling shows that public transport investment in line with the 1.5°C goal would create tens of thousands of jobs in each city between 2021 and 2030.



PUBLIC TRANSPORT INVESTMENT IN JUST FIVE CITIES WOULD CREATE OVER 650,000 JOBS ACROSS THE CITIES, AND A FURTHER 650,000 JOBS GLOBALLY.

Additional manufacturing and services jobs that would support and stem from public transport investment would also be created throughout the country in which each city is located. These jobs would provide further stimulus to urban economies through increased access to employment, services and leisure activities.

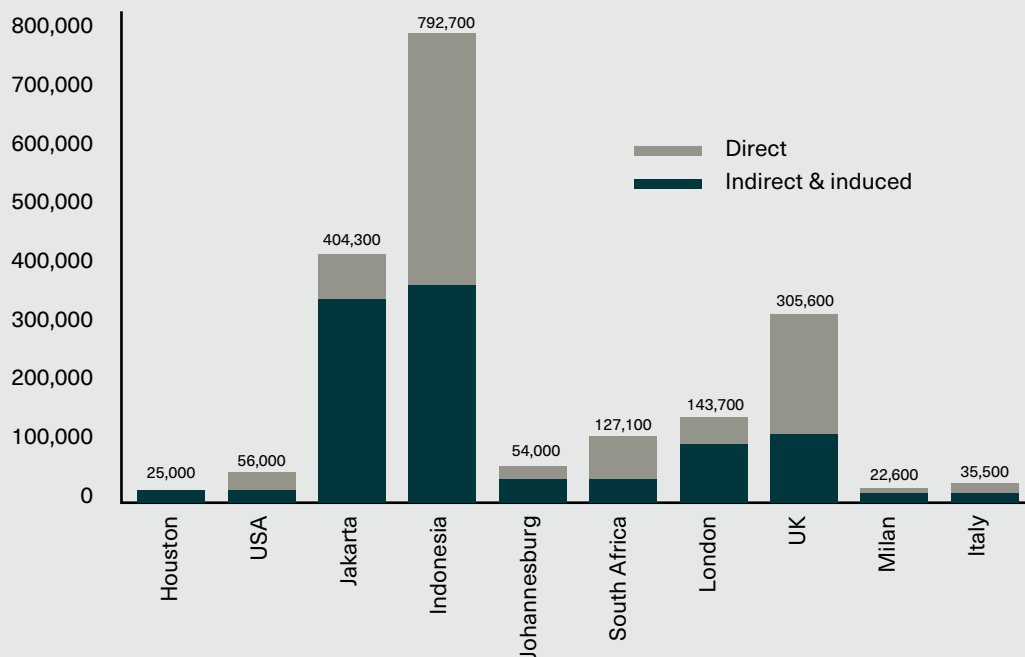


FOR EXAMPLE, IF LONDON INVESTED IN LINE WITH THE 1.5°C GOAL, IT WOULD GAIN 143,700 PUBLIC TRANSPORT JOBS, AS WELL AS 161,900 ADDITIONAL JOBS ACROSS THE CITY'S ECONOMY, TOTTALLING OVER 300,000 NEW JOBS BY 2030.



JOHANNESBURG WOULD SEE 54,000 JOBS CREATED, WITH AN ADDITIONAL 73,100 JOBS CREATED WITHIN SOUTH AFRICA.

Investment also has wider societal benefits, with positive impacts for social equality, safety, public health, social welfare, quality of life, access to work and education, and economic development.



Source: ITF/C40 (2021). Jobs created by public transport investment in line with Paris Agreement goals in five sample cities. Note: Jobs created in a country include those in the city.

Read the full report at <https://www.itfglobal.org/en/reports-publications/c40itf-report-making-cop26-count>

“Our vision for railways is that we create millions of good green jobs, giving future generations a better world that’s both respectful of workers’ rights and of our planet.”

**David Gobé, ITF Railways Section Chair
CGT Railway Workers’ Federation**



02. JUST TRANSITION

Just transition is a trade union term. It comes from trade union demands that justice for workers is central to any process of structural change. And now it is the most important concept for workers' rights in climate change policy. Trade unions have successfully campaigned to establish just transition in international law.

The Paris Agreement, the international treaty on climate change adopted in 2015, commits all parties to take *"into account the imperatives of a just transition of the workforce and the creation of decent work and quality jobs"*. The [ILO Guidelines for a Just Transition](#) expand on this principle, including explicit reference to collective bargaining, gender diversity, and health and safety.

Just transition is about workers' power. Workers need a strong voice on all matters and decisions relating to the impacts of climate change. This is about both protecting labour standards and making sure that the important voice of workers is heard. The transformation towards

a sustainable transport industry will only be possible with the active engagement of the millions of transport workers worldwide, include women and young transport workers.

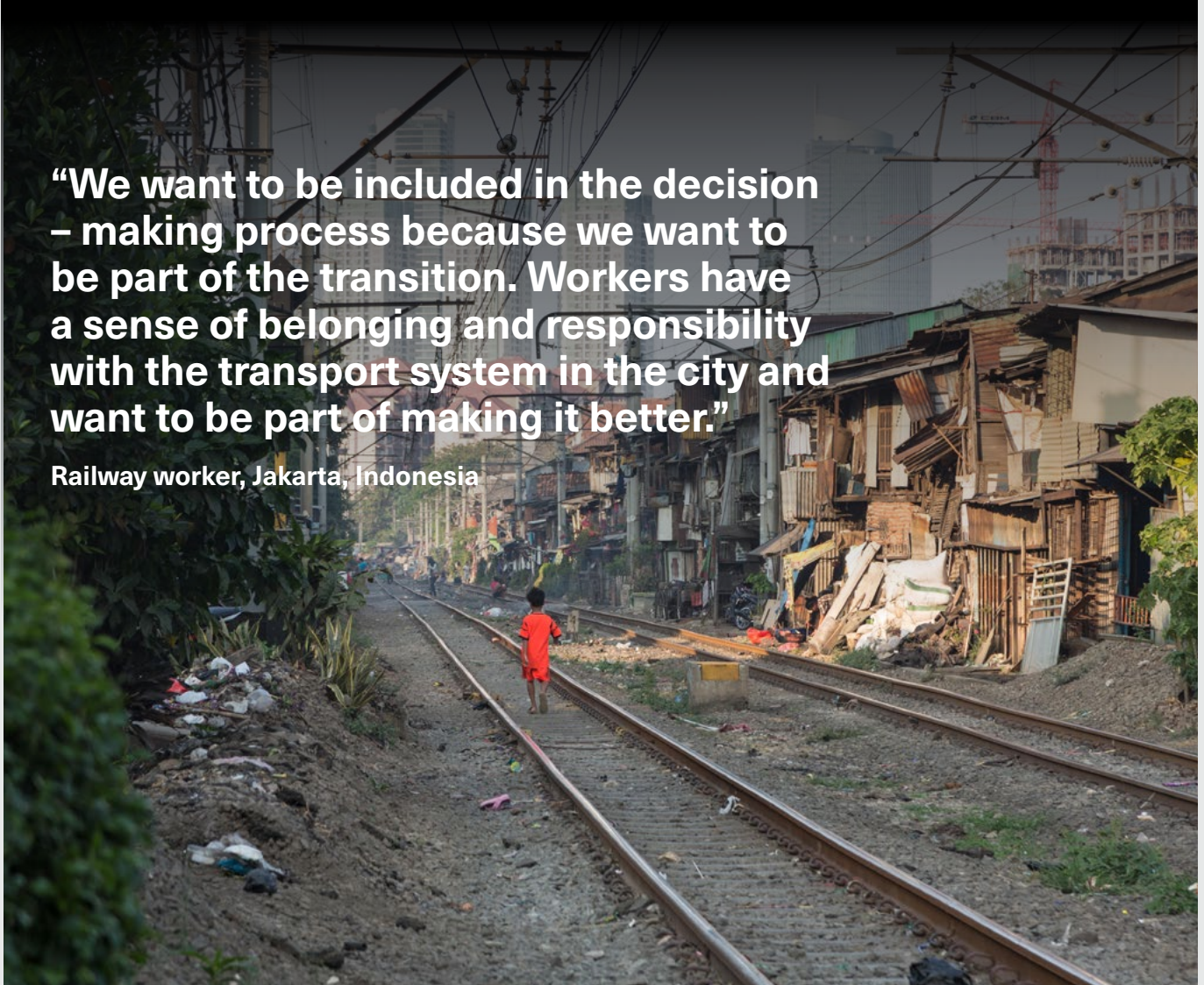
It is important to identify just transition issues from the bottom up. Certain issues will be more important in particular workplaces, regions and transport sectors. That is why the ITF is developing specific just transition policies for each transport sector.

Climate change is creating multiple risks for health and safety. Extreme heat is putting transport workers at risk everywhere from public transport to ports and airports. The health and safety risks of new technologies also need to be assessed with great care through just transition processes. For example, zero emission fuels for shipping such as ammonia and hydrogen are highly toxic for workers and the environment alike.

Just transition also means that the economic costs of climate change must not fall on workers. Whether it is the cost of training for new technologies or threats to jobs, workers' livelihoods must be protected. Transport workers need jobs guarantees which are backed by long-term jobs plans for every sector.

“We want to be included in the decision – making process because we want to be part of the transition. Workers have a sense of belonging and responsibility with the transport system in the city and want to be part of making it better.”

Railway worker, Jakarta, Indonesia



Engaging all workers in the fight against climate change also requires greater democracy at work. This means addressing existing power imbalances. Women workers must have equal access to transport jobs and positions of power within the industry. Millions of young workers face an uncertain future due to precarious and informal employment, and must have solid training pathways so that they can transform the industry over the long term. A just transition will only happen if we address these inequalities now.

Just transition involves a broader vision for sustainable transport. Building a sustainable industry will require major structural changes. A transport industry that respects ecological limits will need to be based on the public good, and not cheap, polluting energy and low labour standards. This will require a much greater role for public ownership and stronger democratic oversight of how transport systems are planned.

Transport workers must have an integral role in building this future vision. We know that tackling climate change and building a sustainable transport industry will require many challenges. Transport workers know their industry and they are ready to lead its transformation. Just transition is about a fundamental shift. It's about building a future for the industry based on justice for transport workers, making sure transport delivers equality for everyone in society.

Read the full article, *Defend and Transform: Mobilising workers for Climate Justice*:
<https://socialistproject.ca/2021/09/defend-and-transform-climate-justice/>

03. CLIMATE RESILIENCE

Towards a climate resilient transport sector

Our climate is breaking down. From devastating floods to raging wildfires, from unprecedented heatwaves to rising sea levels, the effects of climate change are everywhere to see. We need urgent action, not only to stop further climate change, but also to tackle the harms that are already here.

Our transport systems are particularly vulnerable to climate shifts and extreme weather hazards. The failure to properly invest in the infrastructure, services and protections needed to withstand current and projected climate change impacts leaves transport workers, our communities and businesses seriously exposed to mounting harms.

When South Africa was hit by record rains earlier this year, parts of its eastern coast were decimated by flooding and landslides. Critical roads and railway lines were seriously damaged, along with rail rolling stock and facilities. Operations were halted at the Port of Durban, with winds toppling container stacks into the water, and damage and debris affecting inland transport networks to port terminals. Around 60 percent of South Africa's exports go through the Port of Durban, and it is a key trade hub for sub-Saharan Africa. Inevitably, this had serious ramifications for the local community's access to essential goods and services, and detrimental impacts to South Africa's national economy as well as regional trade.

This isn't an isolated example. Dangerous climate change is affecting the transport sector worldwide. Temperatures extremes have melted tarmac and bent rail tracks causing severe service disruptions. Sand and dust storms have caused vehicle crashes and the downing of

power lines. And extreme weather conditions regularly affect visibility for flights and, at their worst cause, damage to screens and engines.



AFRICA IS LOSING 5-15% OF ITS PER CAPITA ECONOMIC GROWTH DUE TO THE EFFECTS OF CLIMATE CHANGE.

The workers who keep our transport systems moving through heatwaves and storms, droughts and floods face risks to their health, their safety and their livelihoods – and all too often this is exacerbated by the lack of appropriate social protections.

To address these harms, we need significant investment in climate finance for transport sector adaptation. However, as things stand, not only is adaptation funding falling far below what is needed, but transport is also largely forgotten. Less than one percent of all transport climate finance went to adaptation in 2019 and 2020. Climate finance is urgently needed, particularly for developing countries which are most impacted by the climate crisis.

As countries gather for COP27, the ITF is calling for:

- Governments to revise their NDC adaptation plans. This must be done in consultation with workers to reflect the need to build, upgrade, maintain and operate transport systems to maximise climate resilience, to safeguard the health, safety and livelihoods of transport workers, and to provide comprehensive and universal social protection systems.
- Developed countries must set out how they will follow through on their existing climate commitments, including doubling adaptation funding.
- All countries must progress new climate finance targets which take account of investment needs for transport sector adaptation with quantitative and qualitative criteria.

“[Due to the floods in Pakistan,] train operations have almost come to a halt in affected areas as track is under water in many places and vital bridges have either been destroyed or badly damaged. All our efforts are being made to restore operations and railway staff are playing a vital role in the restoration of infrastructure, working day and night on a war-footing basis despite the fact that almost every one of them is themselves a flood victim and many have lost their homes and livestock.”

Muhammad Naseem Rao, General Secretary of the Railway Workers' Union (RWU), Pakistan, 2022



TRANSPORT UNIONS AND CLIMATE CHANGE

A TIMELINE OF ITF ACTION



2010

Sustainable transport is adopted as the theme of the ITF's 42nd Congress in Mexico City. Congress Resolution 1 called for a transformation of the transport industry through a reduce-shift-improve framework to reduce emissions, strengthened democratic control of the economy, and for a just transition based on job creation, quality jobs and a radical redistribution of wealth.

2014

ITF Congress adopted a resolution to launch the Our Public Transport programme to promote the improvement and expansion of public transport to cut emissions from transport.

2015

ITF signed a joint declaration with the International Association of Public Transport (UITP) on climate leadership in August 2015.

2018

ITF launched the People's Public Transport Policy which included action on climate change as one of its six key areas.

2019

ITF Executive Board decided that all ITF sectors must develop a sustainable transport policy and action plan.

2020

ITF Executive Board adopted a new sustainable transport policy framework to update the 2010 Congress resolution.

2021

The Future is Public Transport campaign launched jointly by the ITF and C40 calling for \$208 billion a year to be invested in public transport.

ITF Young Workers Summer School trains 80 young transport workers on organising for sustainable transport and just transition and adopts the ITF Young Workers Sustainable Transport Policy.

ITF Safe and Sustainable Rail campaign launched calling for public ownership, investment and decent work guarantees to drive a modal shift toward rail.

ITF launched its Sustainable Shipping Position Paper including eight principles for just transition.

COP26: ITF General Secretary Stephen Cotton addressed Transport Day, calling for a worker-centred approach and just transition to be included in all sustainable transport policies.

ITF and C40 launched the Making COP26 Count report calling for cities to double their investment in public transport by 2030.

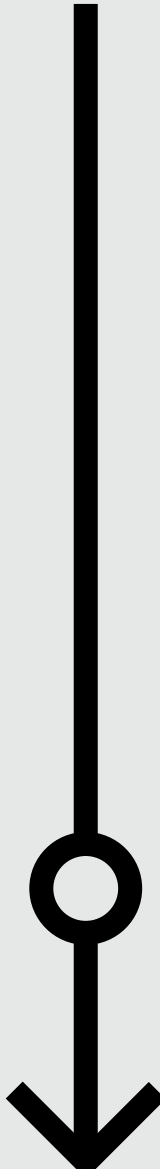
The Maritime Just Transition Task Force was established by the ITF, the International Chamber of Shipping (ICS), the UN Global Compact, the International Labour Organization (ILO), and the International Maritime Organization (IMO).

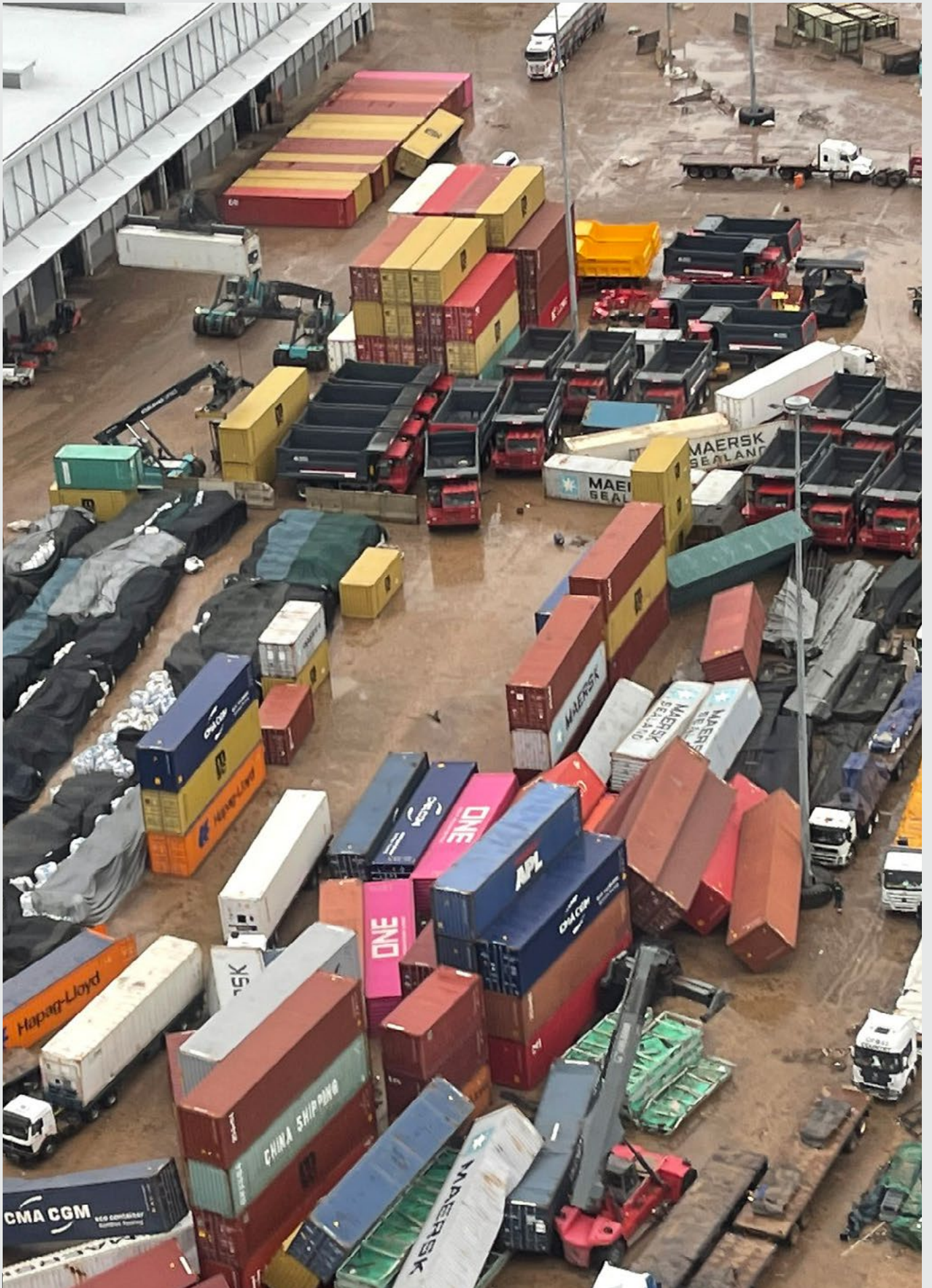
147 ITF unions in 46 countries demand that their governments strengthen their NDCs with greater climate ambition and specific measures on just transition and sustainable transport.

2022

ITF completed the just transition in urban transport project, bringing together a coalition of ITF affiliated unions and informal workers organisations in seven cities, defining just transition from the bottom up.

ITF Civil Aviation Conference adopted the ITF Sustainable Aviation Policy calling for greater climate ambition, a global jobs plan, and national Just Transition Committees across the aviation industry.





COP27: THE AFRICAN COP

COP27 will be hosted by Egypt, it being Africa's turn to host the COP. This is an important moment to highlight specific issues of climate justice facing transport workers in Africa, the Arab World, and all countries in the Global South.

Climate change is already hitting Africa hard. Increasing temperatures and withering droughts, extreme storms and rising sea levels, major sandstorms and devastating flooding are jeopardising people's lives, health and livelihoods across the continent and undermining socio-economic development. If we are to address climate breakdown in Africa, transport is one of the major areas where action is urgently needed.

The transport sector accounts for nearly a quarter of energy-related greenhouse gas emissions, and along with industry, it is where emissions are rising most rapidly. Strong mitigation measures in transport are essential to limiting further climate change and guarding against more extreme climate harms in Africa.

Climate justice in Africa

It is important to recognise that Africa accounted for a mere three percent of cumulative greenhouse gas emissions from 1850 to 2019 and has the lowest emission per capita of any region.

Primary responsibility for mitigation in transport must therefore lie with those who have contributed the bulk of the emissions. Wealthy countries which have developed by pumping out carbon emissions must take the lead both in cutting emissions from transport, and by providing climate finance so that developing countries can continue to develop in line with climate goals.

As we have already seen in the region, transport systems are particularly exposed to extreme weather events. Adaptation is critical to ensure that transport systems in Africa are climate resistant, to minimise harms to the workers who keep these systems running, and to ensure they continue to run for the communities and businesses who depend on them.



Given the climate change impacts Africa is already seeing, action is urgently needed to achieve climate resilient transport systems. This means building, upgrading, maintaining and operating transport infrastructure and services fit for current and projected climate realities.

Africa rapid growth must not undermine emissions reduction goals

Africa is projected to have the world's fastest urban growth, with African cities expected to house an additional 950 million people by 2050. The question is how to build out transport systems to support such growth without undermining goals to reduce emissions.

For Africa itself, a critical area for climate action is urban transport. Most vehicles are second-hand, often of poor quality with lower efficiency and emissions ratings. In West Africa, road transport accounts for

15 percent of emissions despite a relatively low motorisation rate. Private car numbers are rising quickly, with growth rates of 250 percent or more in some countries. In Africa, informal transport also dominates, with urban populations relying on minibuses and two- and three-wheelers to get where they need to go. These vehicles are notorious for high emissions, air and noise pollution, and for contributing to congestion and road accidents.

With Africa's rapid urbanisation, one of the biggest mitigation gains will come from the development of mass public transport systems.

Investing in reliable and affordable public transport is critical to limiting emissions rises as cities expand. This must take account of the informal transport sector which fills the current void in urban transport, with incremental formalisation through measures to protect against health and safety risks and to regularise and coordinate services, alongside action to promote rapid energy transition.

“We need to see the debate between jobs and the planet become one. Workers and trade unions can fight for jobs and the planet at the same time.”

**John Mark Mwanika
ITF Urban Transport Chair
Amalgamated Transport and General Workers' Union
(ATGWU-Uganda)**

Workers must be in driving seat of transition

It is critical to fully engage transport workers, including informal transport workers, women and young workers. The workers who keep transport systems moving are best placed to inform and advise on the development of new transport systems. It is critical the workers are not just consulted but are actively part of decision-making on decarbonisation and impacts on their jobs and working conditions in their sector. A worker-led just transition must be at the centre of climate action in Africa's transport sector.

Worker engagement is crucial to effective planning and implementation of adaptation measures. Special consideration must be given to the working conditions and protections for transport workers across Africa as climate impacts worsen. New ITF research with transport unions in Cairo illustrates the kinds of actions which need to be planned in from the outset.

Climate finance critical to achieve transformation

Crucially, achieving the transformative change that Africa's transport systems need depends on developed countries providing the climate finance needed. Funding must put a worker-led Just Transition first, to achieve sustainable transport systems in Africa which work for all.

As countries gather for COP27, the ITF is calling for:

- African NDCs which set out transport sector mitigation and adaptation needs, with associated funding requirements.
- Developed countries to follow through on their \$100 billion-a-year climate finance commitment, with catch-up payments for past shortfalls.
- Developed countries to progress new climate finance targets in good faith, taking account of Africa and wider developing country needs, including in regard to transport sector mitigation, adaptation, and loss and damage.

NDCS EXPLAINED

An explainer on governments' binding commitments on climate – or National Determined Contributions (NDCs) – and how trade unions can campaign to make them stronger for transport workers.

Recognising the need for different national approaches, the Paris Agreement stipulated that each signatory country would be required to produce a climate action plan. This climate action plan is an NDC.

NDCs should set out targets as well as countries' plans for reducing their emissions, plans for adapting to climate impacts, countries' climate finance strategies, along with the monitoring processes to keep climate action on track. Countries are supposed to update their NDCs every five years, but because existing plans did not achieve the emissions cuts required to limit global warming to 1.5°C, revised NDCs with higher targets are being called for in 2022.

To find out more about NDCs, see ITF's explainer [The ABCs of NDCs](#).

Look up your country's NDC here to see if sustainable transport and just transition are included <https://unfccc.int/NDCREG>

Commitments on transport in NDCs: Africa in the spotlight

There is no one-size-fits-for-all for Africa. Across the continent, different countries are hugely varied in terms of climate challenges, resources, development, and economic, social and conflict contexts.

For each country, approaches to climate action and the mobilisation of associated climate finance must be tailored to each country's situation and tied into existing priorities, plans and projects. Across the board, approaches should always take account of transport, given its fundamental importance to economic development and its critical function moving goods and people day-to-day.

A review of the NDCs of five African countries shows the range of ways in which transport is being considered, and highlights where further ground needs to be made up.

ANGOLA

Profile: Oil-rich state in central-southern Africa with a recent history of civil war.

While Angola's NDC covers transport and notes that transport emissions are expected to increase with economic growth, under mitigation, the only specific transport measure set out is the roll-out of natural-gas powered buses, contributing less than one percent of total emissions mitigation. Under adaptation, there are no specific references to transport apart from an impact study on fisheries productivity.

LIBERIA

Profile: Natural-resource-rich state in western Africa. One of the world's least developed countries with very low greenhouse gas emissions. Seriously impacted by recent civil wars and multiple Ebola outbreaks.

Under mitigation, Liberia's NDC pledges a 15 percent reduction in total emissions below business-as-usual levels by 2030, through the introduction of electric kekehs (auto-rickshaws) but there are no details on how this will be done. The NDC also refers to: converting the National Transit Authority's buses and private taxis to natural gas by 2030; imposing levies on high-GHG emitting vehicles and offering rebates to lower emitting vehicles; and developing a sustainable transport policy by 2025. In terms of adaptation, there is a commitment to developing a green infrastructure plan for the country's cities, but there is no detail, nor any specific measures on transport.

MAURITIUS

Profile: An archipelago of 70 islands in the Indian ocean. A small-island developing state facing considerable threat from rising sea-levels. It has the highest level of development in Africa.

Transport is identified as one of the priority sectors for mitigation in Mauritius' NDC, with commitments to extend its light rail network as part of a national strategy to modernise and upscale public transport by 2022. The NDC also commits to phasing out subsidies and incentives for diesel bus imports and to increase the subsidy for the purchase of electric vehicles. However, there is no emissions reduction target associated specifically with these transport measures. In terms of adaptation, there are references to fisheries and tourism, but transport is not otherwise covered.

MOROCCO

Profile: Currently the fifth largest economy in Africa located in northwest Africa.

Under the Urban Public Transport Improvement programme in their NDC, Morocco has outlined several specific strategies and targets for mitigation in transport. The main focus is on promoting a multi-modal approach to intercity transport, including rail, electric buses and taxis, and an extension of tramways. An Urban Transport Road support fund of 200 million dollars is promised for the programme. In terms of adaptation, there are references to fisheries, but no specific targets. Morocco has started a National Adaptation Plan process, but transport is not currently covered as a priority sector.

NIGERIA

Profile: Oil-rich state in west Africa. The most populous country in Africa and is considered an emerging economy. Part of the 'Next Eleven' along with states such as Egypt, Mexico, South Korea and Turkey.

Under mitigation, Nigeria's NDC refers to a range of transport measures. Commitments include: 100,000 extra buses by 2030; bus rapid transit (BRT) to account for over 22 percent of passenger-kilometres by 2035; a quarter of trucks and buses using natural gas by 2030; and toughening emission limits on all vehicles by 2023 and 2030. However, the NDC doesn't have a firm commitment to a specific emissions reduction target for transport. The NDC also contains a five-year climate action for the capital, Lagos, in which transport is one of three focus areas. Measures referenced in this plan are the expansion of the city's BRT network, spatial planning to promote transit-oriented development, encouraging the update of low-emissions vehicles and the shift of freight from road to rail. In terms of adaptation, there are references to the impact of climate change on tourism and, briefly, to water transport. Nigeria is moving forward with its National Adaptation Plan, but it is not yet clear how transport will fit into this.

NDCS IN THE SPOTLIGHT

Commitments to just transition

While there are a few references within these NDCs to issues of just transition, and gender and youth, it is not clear what this means for transport workers specifically. Key questions remain:

- What provision is there to engage with transport workers (including women and young workers) on climate plans for transport?
- How are the impacts of proposed measures on workers (including informal workers) being assessed and addressed?

Commitments to mitigation

It is positive to see that some of these countries have detailed mitigation measures in place for transport, but it is notable that only Liberia – responsible for the lowest contribution of emissions in this group - has set a specific target for cutting transport-related emissions.

Commitments to adaptation

The lack of attention given to transport adaptation is striking, especially given that the transport systems in each of these countries

are already being impacted by climate change. This is a serious gap, particularly where NDCs contemplate expanding transport systems. It leaves the systems which keep their communities and economies moving particularly vulnerable to climate change, and puts transport workers' safety, health and livelihoods at particular risk.

Closing the Gaps

Shortfalls in just transition, mitigation and adaptation in NDCs must be addressed as quickly as possible so that countries across Africa, and their workers, have comprehensive, ambitious climate action plans for the transport sector, which truly deliver a just transition.

The investment required to make these NDCs a reality must be set out. Transport unions demand that governments close the gaps and put these plans into action.



TRANSPORT WORKERS IN ACTION FOR JUST TRANSITION

ITF unions are leading the worldwide fight for a just transition from the bottom up, across all transport sectors.

01. The Maritime Just Transition Task Force

The Maritime Just Transition Task Force was launched at COP26 in Glasgow. It is the first global task force on just transition for any industry. Its founding partners are the ITF, the International Chamber of Shipping (ICS), the UN Global Compact (UNGC), the International Labour Organisation (ILO), and the International Maritime Organisation (IMO). With tripartite representation from trade unions, employers and international government organisations, the task force covers the breadth of the shipping industry.

The objective of the Task Force is to ensure that the perspective of seafarers, whose experience and expertise will be critical in making the decarbonisation of shipping a reality, is central in decisions about the decarbonisation of the maritime industry. This includes the protection of seafarers' labour standards and making sure that seafarers have a strong voice in all major changes that decarbonisation will involve. The Task Force also has a broader vision of just transition, making sure that there is equity and justice for all workers across the maritime supply chain,

as well as in port communities and countries in the Global South.

The Task Force's first action was to commission a study of what future skills the seafaring workforce will need in the successful transition to zero emission ships. Preliminary findings from the study, which will be launched at COP27, show that hundreds of thousands of seafarers will require retraining by 2030 if the shipping industry is to keep pace with the Paris Agreement targets and timetable.

The study will highlight the importance of health and safety to the maritime just transition. Zero emission ships will involve risky technologies, such as hydrogen or ammonia power, that pose enormous risks for seafarers and the environment given their toxicity. Adopting these fuels can only happen with a strong voice for seafarers in all aspects of health and safety management.

The study will also show the massive scale of the changes required. The Task Force recognises that good jobs and decent work will be essential in attracting and retaining a highly skilled workforce, and this will require robust measures to support young seafarers, and radical changes to support more women seafarers in entering the industry.

“We are out there with no cover, and we don’t want to wait until a worker is hit by lightning to take action. This is happening more and more often”.

Andres Sanchez, APA shop steward and health and safety committee member

02. A just transition for aviation workers: airport workers in Buenos Aires create early alert system through WhatsApp

Aviation workers are acutely aware of the consequences of the climate crisis on their jobs, the passengers and the communities they serve. In Buenos Aires, Argentina, workers organised through the union Asociación Del Personal Aeronáutico (APA) took matters into their own hands.

Workers raised concerns about the risks posed by the increasing frequency and intensity of thunderstorms at Buenos Aires airport Aeroparque, and the fact that the airport had no alert system for workers who were caught in the middle of a storm. Lightning on the tarmac is one of the most serious risks for ground workers in aviation.

After employers failed to respond to the workers’ demands, workers got together with their colleagues in the meteorological station and created an extreme weather alert WhatsApp group. Through the group, notifications of incoming storms gave warnings to ground workers and the time to transit to shelter.

Following months of pressure on their employers, including airlines, luggage handling companies and refuelling companies, the union reached an agreement for the suspension of all duties during extreme weather events. The agreement and protocol on extreme weather

events became a national policy in 2018, when the national civil aviation regulator extended it to all airport operations. In 2019, the largest airport operator in the country, Aeropuertos 2000, installed sound and visual alert systems in all major airports to give workers ample warning and enough time to pause operations during extreme weather.

The workers who started the alert system are now pillars of the union’s work on the effects of climate change on aviation workers, and the role workers can play in putting forward a just transition. After the successful experience of the early warning system, they are now pushing airport authorities and employers to electrify airport operations, create an extreme heat protocol, guarantee the same protections for workers in precarious employment, and integrate climate as a core issue to be addressed by the health and safety committees.

03. App-based workers in Hyderabad demand a just transition with rights and protection

Around the world, images of food delivery workers working through extreme weather events, whether it’s a storm, massive floods or heat waves, have been broadcast across TV and social media. These images have become all too common and showcase the dangerous working conditions that app-based workers face that have been exacerbated by the climate crisis.

“The workers are forced to choose between safety and earning a livelihood. Ride hailing and delivery workers are exposed to chronic occupational health risks due to climate change and pollution, such as heat cramps, heat exhaustion, heat stroke, heart disease, respiratory diseases, and allergic disorders, not to mention the mental stress of our long working hours on the city’s congested roads.”

Shaik Salauddin, president of the TGPWU-IFAT

Due to the lack of labour rights, often due to their misclassification as independent contractors, under extreme weather events app-based workers have to continue providing rides and deliveries without any protection, and often at much higher risks. This is especially the case for food delivery workers who face drastic weather conditions with the expectation that they will still be able to work, without shelter or health insurance to count on to protect themselves.

In Hyderabad, India, app-based workers are organising to highlight these conditions and demand that companies claiming to be sustainable include workers in their sustainability equation. For more than a year, workers organised in the Telangana Gig and Platform Workers’ Union (TGPWU), a member of Indian Federation of App-based Transport Workers (IFAT), have campaigned for a just transition for app-based workers. The union is raising awareness on increasing seasonal temperature, rainfall and pollution. This is also affecting the health and safety of drivers and delivery workers who have to work during heatwaves and floods.

During the recent heatwave that engulfed India, the TGPWU-IFAT raised the profile of the situation of delivery drivers in companies such as Swiggy and Zomato, where workers on bicycles are the most exposed to heatstroke. The companies not only denied workers protection during heat waves, it also failed to pass on to its riders the additional fees they were charging customers due to increased demand.

TGPWU-IFAT is leading a just transition campaign that does not limit itself to the working conditions during extreme weather events. Workers in the union have decided to carry out climate audits in the transit areas they most often use, and in the communities where they live, to make sure that they can demand the necessary infrastructure and protection. They are also demanding support from the regional and federal governments to transition to electric vehicles without falling deeper into debt. The vast majority of app-based workers would benefit from transport electrification through improvements in air and noise pollution, but they can’t jump on the transition without subsidies and support from the governments.

ITF AT COP27

An overview of union activities at COP27 in Sharm El-Sheikh can be found at: tinyurl.com/unions-cop27

The programme will be updated as new information becomes available.

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