

ITF & SLOCAT SUBMISSION

15 February 2024

Input on work to be undertaken under the work programme and suggested topics for the dialogues of the Just Transition Work Programme in 2024

Introduction

The ITF and SLOCAT welcome the decision taken at COP28 in the United Arab Emirates on the UAE Just Transition Work Programme (JTWP). The inclusion of references to labour rights, social dialogue and social protection recognised the ongoing importance of protecting and engaging the workforce if the goals of the Paris Agreement are to be met.

However, the first global stocktake, also agreed at COP28 in the UAE, demonstrated that worrying gaps remain in the agreed plan to keep global temperature rises under 1.5C. The first global stocktake included only limited reference to emissions reductions in the transport sector, no mention of the transport adaptation gap, and no explicit reference to the importance of a just transition for the workforce.

Pursuant to decision 3/CMA.5 adopted in the United Arab Emirates at COP28, the CMA (Conference of the Parties serving as the meeting of the Parties to the Paris Agreement) invited Parties, observers, and other non-Party stakeholders to submit views on work to be undertaken under the Just Transition Work Programme, as well as possible topics for the dialogues under the work programme.

The ITF and SLOCAT welcome the opportunity to provide inputs. The JTWP must become a forum for accountability by parties and non-parties to the Paris Agreement (PA) for the implementation of climate policies that fully take into account the social dimension of the climate crisis. The timing cannot be more appropriate as the next round of Nationally Determined Contributions (NDCs) need to be strengthened in 2025 in the lead-up to COP30. These NDCs are the last chance to fulfil the goals of the Paris Agreement.

In this submission, the ITF and SLOCAT will share our views on work to be undertaken under the work programme and suggested topics for the dialogues of the Just Transition Work Programme in 2024.

Scope of the JTWP

Extensive negotiations took place at COP28 on the scope of the JTWP resulting in a list of elements that shall be included (see below). The ITF and SLOCAT consider the list in article 2 of decision 3/CMA.5 as an important basis for the work programme and for the topics to be discussed at the dialogues. It is critical that the items on this list are treated as interdependent. This is not a check-list to be ticked one-by-one separately. It is the coherence between the different elements that will deliver the added value of the JTWP.

Decision 3/CMA.5

2. *Decides* that the work programme shall include the following elements:

- a) Just transition pathways to achieving the goals of the Paris Agreement outlined in Article 2, paragraph 1, in the context of Article 2, paragraph 2;
- b) Just and equitable transition, which encompasses pathways that include energy, socioeconomic, workforce and other dimensions, all of which must be based on nationally defined development priorities and include social protection so as to mitigate potential impacts associated with the transition;
- c) Opportunities, challenges and barriers relating to sustainable development and poverty eradication as part of transitions globally to low emissions and climate resilience, taking into account nationally defined development priorities;
- d) Approaches to enhancing adaptation and climate resilience at the national and international level;
- e) Just transition of the workforce and the creation of decent work and quality jobs in accordance with nationally defined development priorities, including through social dialogue, social protection and the recognition of labour rights;
- f) Inclusive and participatory approaches to just transitions that leave no one behind;
- g) International cooperation as an enabler of just transition pathways towards achieving the goals of the Paris Agreement;

The scope must **cover both mitigation and adaptation/resilience** so as to contribute to achieving the goals of the Paris Agreement and build on and complement all relevant workstreams under the Convention and the Paris Agreement.

The work programme should explicitly cover transport and other relevant sectors and industries, and all dimensions of the climate crisis and response, and its impact on workers and communities. This is especially relevant when considering the outcomes of the first global stocktake, which highlights the need to “Accelerating the reduction of emissions from road transport on a range of pathways, including through development of infrastructure and rapid deployment of zero- and low-emission vehicles” as well as the need to implement the new COP28 commitments to triple renewables and double energy efficiency by 2030.

At COP28, SLOCAT co-initiated a call for **doubling the share of energy efficient and fossil free forms of land transport by 2030**¹. This call dovetails with the COP28 Presidency’s call for governments to set legally binding targets and define national strategies that raise ambition and

¹ SLOCAT (2023) “A call to double the share of energy-efficient and fossil free forms of transport by 2030”
<https://slocat.net/call-to-action-on-fossil-fuel-free-land-transport/>

accelerate the uptake of renewables to meet the global target of tripling renewable energy capacity and doubling energy efficiency by 2030. While concerns have been raised over negative effects on employment in regions that are highly dependent on fossil fuels, the **shift is expected to result in a net gain in jobs globally**². The crucial question is how workers who could be affected are engaged, and what measures are put in place to identify and manage potential harms, support workers through the transition and maximise benefits in terms of quality jobs and good working conditions.

Understanding how to achieve such **pathways towards a phase out of fossil fuels in land transport** will be critically important. Incorporating this in the work programme would have real value, helping to sequence action to avoid disruption, identify barriers and seize opportunities.

The work programme should focus on **the role of sub-nationals** in delivering a just transition to ensure that climate action takes into account the roles of different levels of government and delivers decent jobs and a safe and prosperous future for all. This can help to identify how national and sub-national governments can better collaborate, providing input into how the work programme can be operationalized.

It will also be important to **engage key social partners and relevant transport stakeholders** in the Dialogues to provide the parties with independent information, advice and input on measures and policies for just transition.

In addition, the ITF and SLOCAT want to emphasise the importance of ensuring that **climate finance flows are aligned with just transition principles**, including (but not limited to) the New Collective Quantified Goal (NCQG) due to be agreed at COP29. We note that the 2023 International Labour Organization (ILO) resolution states that it is the role of governments, employers and workers' organisations to "mobilize sustainable, affordable, predictable and long-term finance from public and private, domestic and international sources, and aligning public and private financial flows and public procurement to the objectives of a just transition."³

Dialogue topics

The following questions could guide the work and topics for discussion during in the Dialogues in 2024:

- How can sustainable development and poverty eradication policies contribute to the objectives of the PA? With regards to the transport sector specifically, what is the role of decent work, labour rights (including freedom of association and collective bargaining), social dialogue, living wages, skill development, health and safety protection, and social protection to ensuring that that transport workers are both properly supported to reduce transport emissions, and protected from the ongoing harms caused by climate change? What forms of international cooperation are necessary to realise this? How can this be reflected in the new NDCs?

² Cotton, Stephen and Cardama, Maruxa (2023) "A just transition for transport workers: The foundation for sustainable and decarbonised transport pathways." https://slocat.net/a-just-transition-for-transport-workers-the-foundation-for-sustainable-and-decarbonised-transport-pathways/#_ftn3

³ ILO (2023). "Proposed resolution and conclusion on a Just Transition." https://www.ilo.org/ilc/ILCSessions/111/committees/just-transition/WCMS_885375/lang--en/index.htm/

- How can we strengthen policies, regulations and training systems (including quality apprenticeships⁴) to empower the current workforce with the sector specific skills, competencies, and career pathways that will be needed for the low-carbon transport industry of the future?
- What good practices can be identified for accelerating the reduction of transport emissions through a modal shift to low carbon transport modes, expanding on the first global stocktake decision to accelerate the ‘reduction of emissions from road transport on a range of pathways’ (article 28(g)), to include a focus on modal shift to public transport, active mobility, and low carbon modes for freight transport? And how can such modal shifts fully incorporate a just transition for the workforce? What forms of international cooperation are necessary to realise this? How can this be reflected in the new NDCs?
- How can just transitions be effectively planned at industry level? Is there a role for transport master plans, developed through social dialogue between trade unions, employers, and governments – as well as stakeholder engagement with passengers and other affected communities – to effectively develop an industry plan that puts modal shift to the lowest carbon transport modes and organising transport for the public good, in order to deliver on the 1.5C temperature goal of the Paris Agreement?
- How can we finance a just transition for mitigation as well as adaptation, and ensure that finance flows are aligned with just transition principles and processes at national and sub-national level? How can we repurpose funds currently going towards fossil fuels subsidies in transport or other polluting activities towards more sustainable, low emission and resilient transport of people and goods?
- Do just transition models for the informal transport sector that include labour impact assessments, fair access to finance for vehicle upgrading for informal workers and SMEs, a roadmap to formalisation that includes health and safety protections and access to social protection for the workers’ involved - in line with the tripartite consensus of the ILO⁵ and ILO Recommendation 204⁶ and expanding access to affordable public transport for all groups in society, and which are essential for reducing emissions and ensuring social equity across the Global South, provide an important basis for implementing just transitions at industry level? What forms of international cooperation are necessary to realise this? How can this be reflected in the new NDCs?

Mandate of the Paris Agreement on just transition

To frame the debate, the ITF and SLOCAT want to reiterate the need to respect the mandate of the Paris Agreement that makes the importance of the labour focus of a just transition clear: *“Taking into account the imperatives of a just transition of the workforce and the creation of decent work and quality jobs in accordance with nationally defined development priorities”*.

We also highlight the ILO’s renewed commitment in 2023 to just transition and its formal endorsement of the ILO Guidelines for the implementation of just transition policies and measures that offer the international normative framework for just transition – inclusive of all its

⁴ ILO (2023). “Recommendation concerning quality apprenticeships.” https://www.ilo.org/wcmsp5/groups/public/--ed_norm/--relconf/documents/meetingdocument/wcms_886377.pdf

⁵ ILO (2021) “Note on the proceedings: Technical meeting on the future of decent and sustainable work in the urban transport services.” https://www.ilo.org/sector/activities/sectoral-meetings/WCMS_836635/lang--en/index.htm

⁶ ILO (2015) “R204: Transition from the Informal to the Formal Economy Recommendation, 2015.” https://www.ilo.org/dyn/normlex/en/f?p=NORMLEXPUB:12100:0::NO::P12100_ILO_CODE:R204

elements⁷. The ILO is the UN agency bringing together governments, employers and workers of 187 Member States, to set labour standards, develop policies and devise programmes promoting decent work for all people.

The International Transport Workers' Federation The International Transport Workers' Federation (ITF) is the global umbrella body for trade unions in transport, representing seafarers, dockers, inland navigation, civil aviation, road transport, rail, urban transport, tourism and fisheries. We are a democratic, affiliate-led federation and we fight passionately to improve working lives, connecting 740 affiliated unions from over 150 countries to secure rights, equality and justice. We are the voice for nearly 18.5 million working men and women across the world.

SLOCAT is the international, multi-stakeholder partnership powering systemic transformations and a just transition towards equitable, healthy, green and resilient transport and mobility systems for the people and the planet. We deliver on our mission through co-creation, co-leadership and codelivery across knowledge, advocacy and dialogue activities in the intersection between transport, climate change and sustainability. Our multi-sectoral Partnership engages a vibrant and inclusive ecosystem across transport associations, NGOs, academia, governments, multilateral organisations, philanthropy and business; and a large community of world-class experts and change-makers. Going where others do not or cannot go individually, our Partnership is leveraged to set ambitious global agendas and catalyse progressive thinking and solutions for the urgent transformation of transport and mobility systems worldwide.

Since 2016, SLOCAT has been the official Focal Point for the transport sector in the Marrakech Partnership for Global Climate Action and in that role facilitates the engagement of transport stakeholders.

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⁷ ILO (2023) "Resolution concerning a just transition towards environmentally sustainable economies and societies for all" https://www.ilo.org/wcmsp5/groups/public/---ed_norm/---relconf/documents/meetingdocument/wcms_886647.pdf

ILO (2015) "Guidelines for a just transition towards environmentally sustainable economies and societies for all." https://www.ilo.org/wcmsp5/groups/public/---ed_emp/---emp_ent/documents/publication/wcms_432859.pdf and ILO Bureau for Workers' Activities – ACTRAV (2021) *User's manual to the ILO's Guidelines for a just transition towards environmentally sustainable economies and societies for all.* https://www.ilo.org/actrav/pubs/WCMS_826060/lang--en/index.htm