Item 7 (c) of the provisional agenda
Implementing the Amsterdam Declaration
THE PEP Partnerships

Implementing the Amsterdam Declaration

Jobs in Green and Healthy Transport

1. In September 2011, the Transport, Health and Environment Pan-European Programme (THE PEP) launched the Partnership on Jobs in Green and Healthy Transport (PJGHT) as a follow-up to the High-level Meeting in Amsterdam as well as THE PEP 2010 Symposium on green and healthy-friendly investments and jobs in transport. The purpose of this Partnership is to bring together interested Member States, experts and policy-makers from the transport, environment and health sectors and develop a set of actions and joint projects aiming at:

a) Stimulating a debate and a shared understanding on what a green and healthy job in transport is by bringing environmental and health considerations into the existing discussion on "green jobs" creation.
b) Documenting the breadth of existing experiences in Europe and other parts of the world with new policies and approaches for creating jobs in green and healthy transport.
c) Analysing the potential of greening "old jobs" and creating "new green jobs" in transport and mobility and assessing the qualitative and quantitative impact of such approaches have on the environment, health, transport and the economy.
d) Sharing good practice and disseminating the experiences, policies and approaches
e) Developing strategies and actions for stakeholders to implement Goal 1 of the Amsterdam Declaration in order to promote jobs in green and healthy transport.

2. A scoping brochure was published in 2011 that noted that existing experiences with interventions and policies that offer great potential for maximizing benefits for the environment, health and the economy, particularly those related to the promotion of active travel (cycling and walking) in urban areas, remain rather scattered and have largely been at the fringes of transport policy debates.1

3. The PJGHT further developed the scoping brochure into a more quantitative assessment of existing case studies on JGHT in 2012 and 2013. The results of the collected case studies and their quantitative evaluation was presented to the Bureau in July 2013. The PJGHT then convened its second meeting in October 2013 in Paris, expanding its memberships to also include the OECD, ILO, UNEP, EEA and the new economics foundation, in addition to France, Austria, UNECE and WHO. The members of the PJGHT discussed the report and noted its high relevance and the valuable contribution THE PEP is making to the international debate on greening the economy through this report. The members further approved the draft report and defined the way forward towards a summary publication for the 4HLM.

4. Thanks to a substantial in-kind contribution of UNEP, the work conducted under the PJGHT will now be turned into a publication suitable for 4HLM, based on the recommendations from the members of the

[1] WHO (2011) Green and healthy jobs in transport: launching a new Partnership under THE PEP, available at http://www.euro.who.int/__data/assets/pdf_file/0003/149682/E95664.pdf

PJGHT. Thebelow text provides a detailed outline of the proposed publication, which sets out the title and contents of the proposed sections, the proposed case studies and the proposed method of extrapolation.

Detailed outline of proposed publication for 4HLM

Introduction

- Background to the issue:
    - Transport is an important economic sector that employs a significant number of people
    - Transport contributes to environmental pollution (air pollution, noise, climate change); significant numbers of people are also killed each year in road accidents
    - Transport is well-placed to play an important role in the green economy, as long as its negative impacts are addressed
    - Increased use of public transport and the active modes (cycling and walking) can help to reduce the adverse impacts of transport, and generate additional benefits in terms of improved health; there is also a significant number of jobs associated with these modes
- Introduction to THE PEP: It recognises the above interactions and the potential of transport to contribute to the green economy; to support, this, the PJGHT was launched (an overview of the Partnership will be included in a box)
- Role of current paper: It is part of the PJGHT process; based on a background report (prepared at University of Oxford); aims to fill a gap; discussed in October at a consultation meeting involving UNECE, UNEP, OECD, ILO, EEA and WHO.

What is a job in green and healthy transport?

- Outline what we mean by a green and healthy transport job (include a box outlining the range of green and healthy transport jobs similar to that in the 2011 PJGHT launch document).
- Include definition of a green and healthy transport job, as defined in the University of Oxford background report.
- Note that such jobs include direct, indirect and induced jobs; acknowledge that there might be job losses resulting from the need for fewer cars or reduced tax take from fuel duties, but that modal shift will not be the main pressure in each case; also note that the net impact on jobs is likely to be positive
- In addition, note that investing in green and healthy transport will bring additional benefits that are often not quantified (e.g. improvements in health); and that there is significant potential as, for example, cycle modal share is low in many cities

Evidence of jobs in green and healthy transport

- Narrative will be developed around selected case studies, which will be presented in boxes; figures from other reports reviewed in the background paper will also be mentioned where these support the narrative.

- Narrative will be structured around the key issues, i.e.:
    - There is significant potential for job creation from investing in green and healthy transport, particularly as for some of these modes, e.g. cycling, the modal share is generally relatively low – this will be supported by the case studies (see below for these) and other reports
    - Investment in green and healthy transport provides good value for money/job intensity – this will be supported by case study 1 (general EU for rail and mass transit) and case study 4 (France for cycling)
    - Jobs that will be created will be local jobs – this will be supported by case study 2 (jobs associated with green transport) and case studies 3 to 5 (jobs associated with cycling)
    - Jobs that will be created will be varied and require different levels of skill (and potentially new skills) – this will be supported by case study 2 (jobs associated with green transport) and case studies 3 to 5 (jobs associated with cycling)
- The proposed case studies have been chosen as they complement each other by illustrating a number of relevant points (e.g. job intensity, range of jobs, their local nature) for different modes (public transport, cycling, etc.). The proposed case studies are:
    - **Case study 1: Job intensity of rail and mass transit jobs** Based on GHK (ref 52; for the EU as a whole); shows additional rail and mass transit jobs potentially generated from spending EU funds; demonstrates job intensity – in terms of direct, indirect and induced jobs in the EU from €1 billion of investment in rail/mass transit infrastructure
    - **Case study 2: Green and healthy transport jobs in Spain.** Based on Sustainlabour (ref 60, also refers to ref 59); numbers of green jobs in Spain by type; demonstrates numbers of green jobs and the range of jobs that might be considered to be green and healthy transport jobs
    - **Case study 3: The range and number of jobs associated with cycling (Austria)** Based on Miglbauer (ref 70); demonstrates the number of economy-wide cycling jobs, the range of cycling jobs and the importance of tourism in the total number of cycling jobs
    - **Case study 4: The range and number of jobs associated with cycling (France)** Based on Dumont et al (72) and Roche (73); demonstrates the numbers of economy-wide cycling jobs, the range of cycling jobs, their job intensity (in Roche) and the importance of tourism in the total cycling jobs
    - **Case study 5: New opportunities for creating jobs in cycling – bike share schemes** Based on EPOMM overview (ref 85); supplemented with information on job levels and types of jobs in Paris (ref 86) and London (ref 87); underlines the potential for additional cycling jobs that do not currently exist in some places; also underlines the range of jobs associated with these new schemes

Challenge of identifying the true potential for green jobs

- This section will cover the limitations of the evidence collated on green and healthy transport jobs, including a lack of data, no common methodology, lack of commonly applied definitions (e.g. of indirect job), etc
- Also note that there was more comprehensive information on cycling jobs than for other types of green and healthy job; as a result, cycling was chosen as the example to take further to demonstrate the potential for green and healthy transport jobs if more investment was made throughout the UNECE member countries

Potential for jobs in green and healthy transport

- Aim: to demonstrate (with a simple extrapolation) the potential for green and healthy transport jobs
- Approach: Use figures on cycling jobs for Copenhagen, which has one of the highest shares of cycling in Europe (26% of all journeys), and extrapolate these to the capitals of all UNECE-WHO/Europe Member States (using population and cycling modal share); this will yield a figure for the jobs associated with cycling that might be generated if all cities had Copenhagen's modal share for cycling (a summary description of the method will be included in a box).
- Data availability (a summary of data sources and issues will be included in a box):
    - Information on population of the capital cities taken from a UNECE publication – this is complete
    - Information on cycling modal share taken from various sources: EPOMM's modal split website provided information for 22 cities; information for an additional seven cities has been identified from other sources; in total this covers around 54% of the total population of the UNECE's member countries' capital cities. Other information is being sought, although suggestions are that data do not exist for many of the large cities for which data are currently missing, e.g. Moscow, Kyiv, Ankara, although there are suggestions that cycling's modal share is not high in many of these cities
    - Information on some direct jobs associated with cycling in Copenhagen is available; the Copenhagen city authorities have been contacted and do not have more up-to-date or comprehensive information
- Possible approaches to the lack of data (if insufficient additional data found):
    - Present a figure on the basis of available data, but underline that this is an underestimate as not all of the cities were included and only some direct jobs associated cycling are covered by the current Copenhagen figure for cycling jobs (currently this yields a figure of around 40,000 additional jobs); or
    - Present a figure (which will also be an underestimate) estimated by:
        - Assuming a low level of modal share for cycling, say 3% (likely to be an over-estimate, as for example, cycling's modal share in London is only 2% and Paris is 3%, while in Minsk it is only 0.2%), for all of the cities for which it was not possible to identify any data (currently this yields a figure of around 75,000 additional jobs; and/or
        - Use the figures for cycling jobs from other reports (e.g. ratios of types of jobs; see Case Study 3 and 4, above) to estimate a more comprehensive cycling jobs figure for Copenhagen
- Underline that whichever figure is presented, it will only be an indicative figure that represents the potential scale of the jobs associated with cycling if the capital cities of all UNECE member countries had the same level of cycling as Copenhagen. This figure would be higher if cities in addition to the capital cities were included.
- Also note that there are limitations to the approach to extrapolation, e.g. range of different methods used to estimate modal shares; estimates are from different years; it assumes that the potential additional jobs can be scaled up on the basis of population and (increase in) modal share; data for many cities not available, etc.

Benefits of action on jobs in green and healthy transport

- Key messages from the paper:
    - There is an emerging and unexplored area relating to jobs that might be generated by investment in green and healthy transport, which also includes indirect and induced jobs; this emerges from the paper overall
    - The green and healthy transport sector can be a significant employer and contributor to the economy; this emerges from the case studies, generally, but specifically from the extrapolation
    - The potential is not marginal; the numbers produced are only an indication of a potentially much larger number (particularly if public transport and other green and healthy transport jobs were considered); this emerges from the case studies, generally, but specifically from the extrapolation
    - Additionally, investing in green and healthy transport has a number of other benefits as a result of the nature of the jobs created:
        - They are good value for money/have a relatively high job intensity, i.e. jobs created per €million of investment; this is demonstrated by case study 1 (EU for rail and mass transit) and case study 4 (France for cycling)
        - The jobs created will be local jobs (and thus support the wider local economy); this is demonstrated by the descriptions of the jobs associated with green transport (case study 2) and cycling in case studies 3 to 5
        - There will be a wide variety of skilled and unskilled jobs (and some requiring new skills); this is demonstrated by the descriptions of the jobs associated with green transport (case study 2) and cycling in case studies 3 to 5
    - Investing in public transport/active modes also delivers indirect and induced jobs, as well as health and environmental benefits; this emerges from the paper overall and will be supported by WHO running the numbers through HEAT to identify lives saved and subsequent economic benefit
    - Underline that the potential is significant for urban areas in particular, as walking and cycling, as well as public transport, are especially viable modes of transportation at the urban level and will therefore also deliver jobs to urban areas, thus helping to meet environmental, health, transport and economic policy objectives

Summary and recommendations

- Summary of the main messages from the paper; note that the numbers presented, while promising, are not the whole picture; more work is needed to identify the true scale of green and healthy transport jobs
- Recommendations for future work: need to establish better picture of job creation potential of green and healthy transport; need to determine a common methodology to estimate/count jobs in green and healthy transport (JGHT); consider developing a relevant indicator, etc
- Recommendations for actions: on the basis of the evidence collated so far, UNECE member countries should invest in green and healthy transport as local jobs will be generated that will benefit the local environment, improve the health of the population, improve the efficiency of urban transport and benefit the local economy.