



TRANSPORT JUST TRANSITION PROJECT

NEW ENERGY VEHICLES DIALOGUE

22 NOVEMBER 2023

INTRODUCTION



As a response to combating the effects of climate change from the transport sector, the Department of Transport (DOT) developed the Green Transport Strategy (GTS), which was approved in August 2018.

The GTS is a cornerstone of policy development within the transport sector for the lowering of GHG emissions, the contribution of transport to the green economy, the promotion of green sustainable mobility, and the uptake of cleaner and more efficient technologies.

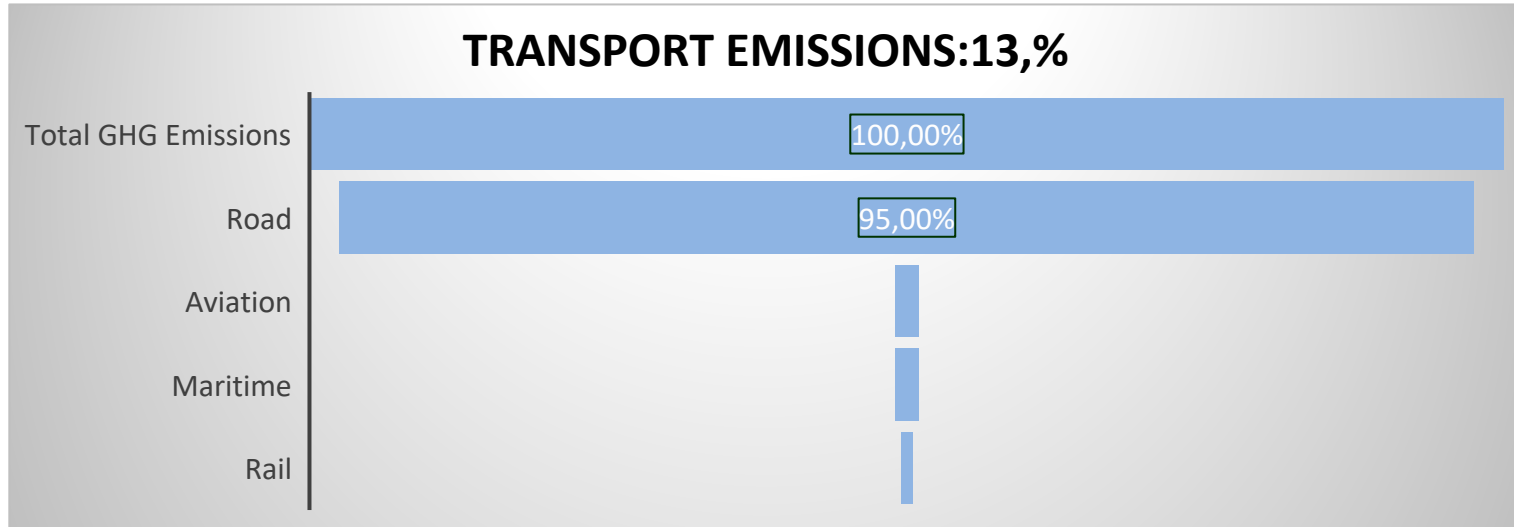
The GTS also asserts the development of regulations that promote efficient and lower carbon technologies especially New Energy Efficient Vehicles.

INTRODUCTION



- Transport accounts for 13,3 % of national greenhouse gas emissions (GHG Inventory Report, 2017). Without immediate actions emissions could pose a major challenge to efforts of meeting the Paris Agreement global temperature goal.
- South Africa's Just Energy Transition Investment Plan (JET IP, 2022) for the initial period of five years (2023- 2027) identified key areas of investments for the transition including public transport, manufacturing, and charging infrastructure.

INTRODUCTION



PROBLEM STATEMENT

- The South Africa's automotive industry plays an instrumental role in South Africa's economy, contributing 4.9% to the GDP in 2020. The industry further supports the country's biggest socio-economic challenge of unemployment by making a vital contribution to the social upliftment of the communities in the regional clusters where the industry is concentrated.
- Currently, around 100,000 people work in auto manufacturing. The industry centres on Gauteng, KZN, Eastern Cape.
- With the European Union and United Kingdom pronouncing the ban of ICE by 2035 and 2030 respectively, this pronouncement poses a threat to South Africa's export market to these countries and requires urgent response.

PROBLEM STATEMENT CONT'

- The impacts of climate change due to extreme weather events have impact on the infrastructure.
- The recent floods that happened in the bigger part of the country (KZN, Eastern Cape, North-West) proved that the transport sector need to respond and come up with adaptation measures such as climate-resilient infrastructure to ensure supply chain security in the event of disasters that could damage transportation infrastructure.

TRANSPORT JUST TRANSITION: POLICY DIRECTIVE

INTERNATIONAL

- United Nations Framework Convention on Climate Change
- Paris Agreement
- Nationally Determined Contributions (COP 26)
- Sustainable Development Goals



NATIONAL

- The Constitution of South Africa
- National Environmental Management Act
- White Paper on National Climate Change Response Policy
- National Development Plan 2030
- Green Transport Strategy
- Just Transition Framework



POLICY DIRECTIVE:
TRANSPORT JUST
TRANSITION

TRANSPORT JUST TRANSITION PROJECT



The International Trade Union Confederation defines that just transition should secure the future and livelihoods of the workers and their communities in the transition to low carbon economy.

Accordingly, as outlined in the SA Just Transition Framework, a just transition responds to the following imperatives:

- How do we empower people and communities in the transition to a low-emissions economy?
- How do we ensure that the most impacted do not get left behind?
- How do we support the goals of social inclusion and decent work for all?
- How do we continue to solve South Africa's triple challenges (inequality, poverty, and unemployment) based on the roadmap laid out in the National Development Plan?

TRANSPORT JUST TRANSITION PLAN



- DoT is in a process of developing the Transport Just Transition Plan.
- The Plan will cover all modes of transport (Roads, Rail, Aviation, Maritime)
- The plan will be developed in phases, starting first with the land transportation, specifically road.
- Ensure alignment with Nationally Determined Contribution

Elements of just transition for South Africa's transport system:

1. What does a transition to low carbon economy of the SA transport system mean? What are the options to that?
2. What does a transition to climate resilience of SA transport system mean? What are the options?
3. What are the socio-economic dimension of the transition in 1 and 2 above

PROJECT DELIVERABLES



- A comprehensive transport sector-specific transition plan that articulates strategies, actions, and guidelines for a just and equitable transition to a low-carbon economy that is not only environmentally sensitive but also socially equitable and economically viable.
- A granular roadmap for executing the transport sector-specific transition plan, etching out timelines, delineating responsibilities, setting performance benchmarks, indicating estimated costs and furnishing mechanisms for rigorous oversight and evaluation.
- Recommendations for fostering job creation, skills development, and community engagement within the transport sector's transition process.

PROJECT DELIVERABLES



- An integrated report that intricately interlaces the existing strategy and policies on transport and the recommendations such as national transport strategy, electric vehicle integration strategy, the just energy transition plan, the city's climate action plan in terms of transport, transport sector-specific transition plan, and the dynamic policy and commitment landscape.
- An implementation Plan and NEV (EV) Roadmap

PROGRESS AND NEXT STEPS

- A situational Analysis developed
- In partnership with Presidential Climate Commission, a technical workshop organised to capacitate DoT and its Entities
- A Draft Transport Just Transition Plan to be completed by March 2023
- Key Stakeholder consultations in the second quarter of 2024.
- Final Plan by December 2024.

END....THANK YOU

