

Transportation sector
by 70 per cent if the



Transportation sector is one of the main harmful sectors on environment, more than 95 percent of transports depend on crude oil as a source of energy, which concedes 25 percent of the CO₂ emissions.

This sector has major effect on the society and the economic growth. Also the economic growth rises the demand on the transport, thus transport planning must take in consideration environmental concerns such as, air pollution and climate change, health effects, accessibility issues and poverty eradication. These aspects necessitate meeting transport and growth needs in a sustainable manner.

Increasing mobility choices for the people and decreasing the negative impact needs a combination of methods that avoid unnecessary travel through good planning for transport and land use, also shifting to cleaner modes through encouraging the development oriented to public transit and improve the fuel and vehicle efficacy through green technologies. Non-existence of diversity of transport infrastructure will lead to an increase in the greenhouse emissions from the private cars, also polluting the air of the cities, increasing traffic congestion, and damage to safety levels.

Furthermore, failure to regulate urbanization will result in excessive use of private vehicles, which often relies on fossil fuels. The UNEP Green Economy report states that the sustainable transport sector could reduce global greenhouse gas emissions from the transport sector by 70 per cent if the increased demand for mobility services is separated from dependence on fossil fuels, which could happen through technology innovations and policies that support the preservation of an environment. Achieving sustainability requires efficient vehicle technology, high quality, intelligent

urban planning, a strong infrastructure for cyclists and pedestrians, an efficient public transport system and many other requirements together. To reach an efficient transport systems the German development agency (GIZ) encourages the holistic (Avoid – Shift – Improve) approach in each transport types, such as Passengers/ Cargo, Land / Aviation / Marine. (See Figure 2) Many areas need to be addressed to achieve this approach, including correcting policies direction to motivate green investment and correct external negative impacts. These policies in the transportation sector revolve around raising people's awareness, planning land use, regulating vehicle and fuel standards, and so forth.

Also in the field of public policy, economic tax reform is one of the effective measures. On the other hand, investment should also be made in all areas of transport. Focusing on the development of city infrastructure to support sustainable transport such as mass transit and non-motorized transport. The use of transportation and green vehicles need to be promoted, in addition to supportive technology and alternative fuels (for example, GPS systems and intelligent transport system). Modern communication technology is also one investment opportunity that may help to improve transportation efficiency. According to Leather et al.

(2009), to develop appropriate economic incentives, a shift in funding priorities must be made. Public and private funding should be provided for green transport for example, fuel subsidies. As well as the transfer of resources from unsustainable transport to sustainable transport. One of the most important factors for decision-making is job creation.

Economicdebate puts green jobs on its agenda. The green job in the transport sector maybe in the operation and manufacture of trains and buses (such as subwaydrivers), also in the construction or expansion of public transportinfrastructure, non-motorized modes or railways. Also working in alternativeengines and fuels is considered a green job opportunity. Green transport jobscan include all employees of companies that contribute to the construction ofpublic transport systems such as engineers who design cities and transportsystems, and develop a vision for future implementation, and local industries, that aim to rise the efficiency of energy use by, for example, producesbicycles to logistic or operations companies. If we look at informal sector, there are questions about how green jobs such as; Tok Tok drivers, will beaffected by the transition to a green economy. There is not enough data, andusually people in several small works together.

The informal sector may lead toimprove living conditions, although some green jobs are likely to be lost. Thus, we conclude that to maintain or create green jobs, green and sustainabletransport system must be developed. InJohannesburg, South Africa, there was a need to develop the transport systemthrough design and build the bus rapid transit system (BRT). This project was implementedfirst by obtaining advice on institutional and regulation challenges andcontracting on stations and buses. Second, due to the high costs of switchingto green transportation, the project was registered in the CDM for loans andfinancial advice. Third, the city negotiated with private taxi factories to manufactureaccording to the new transportation system. This project has a great benefitespecially for poor suburban residents, which saves a lot of costs and time. Onthe other hand, the project

has provided many green jobs, such as bus drivers, station workers and infrastructure.

Moreover, the system is environmentally friendly and limits the car congestion and air pollution.