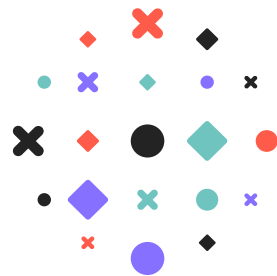


Realising transport justice: between reducing pollution and increasing accessibility

22/9/2026

T. Vanoutrive



LEZ4all

Low Emission Zone for all



Co-funded by
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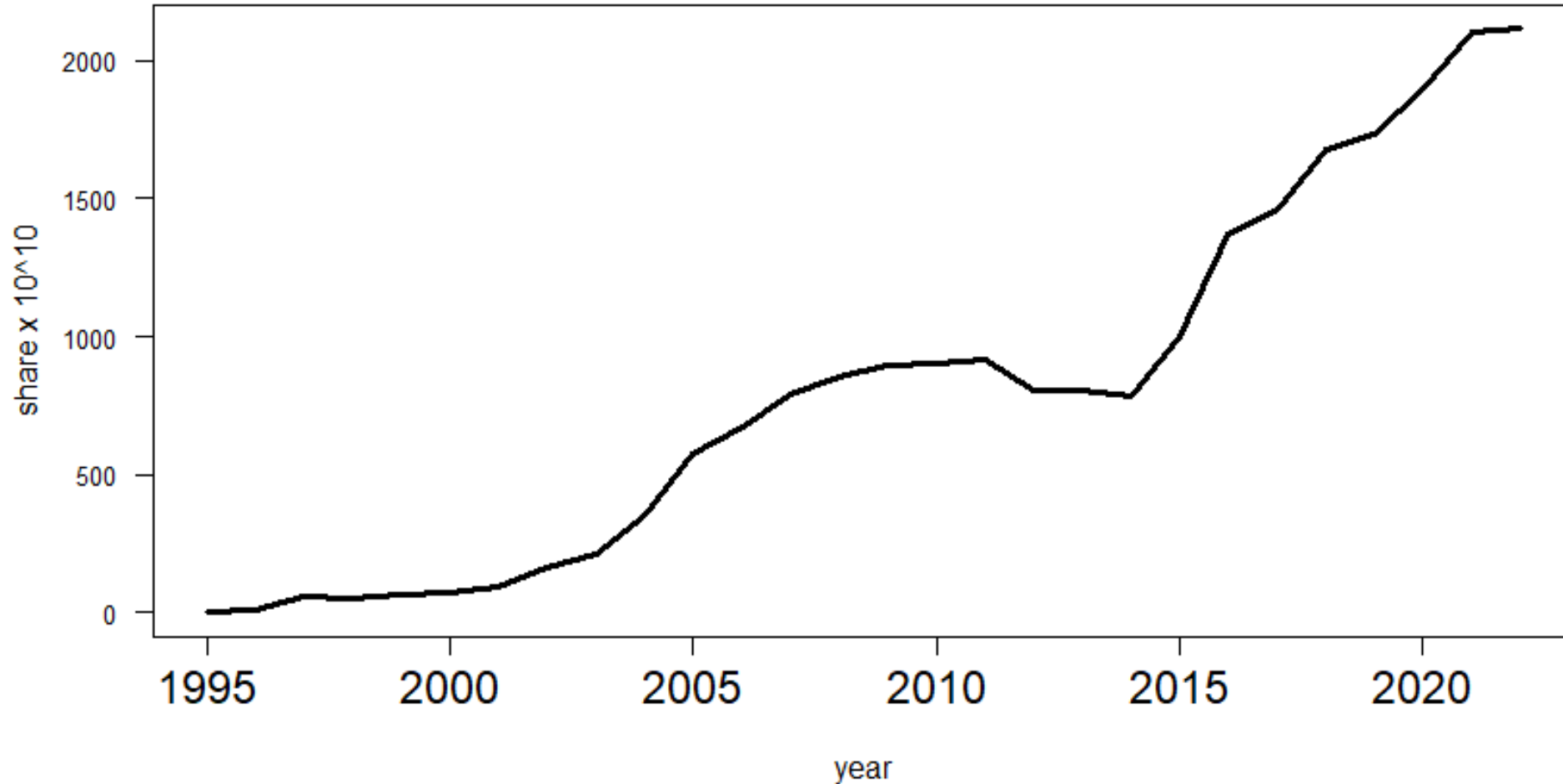


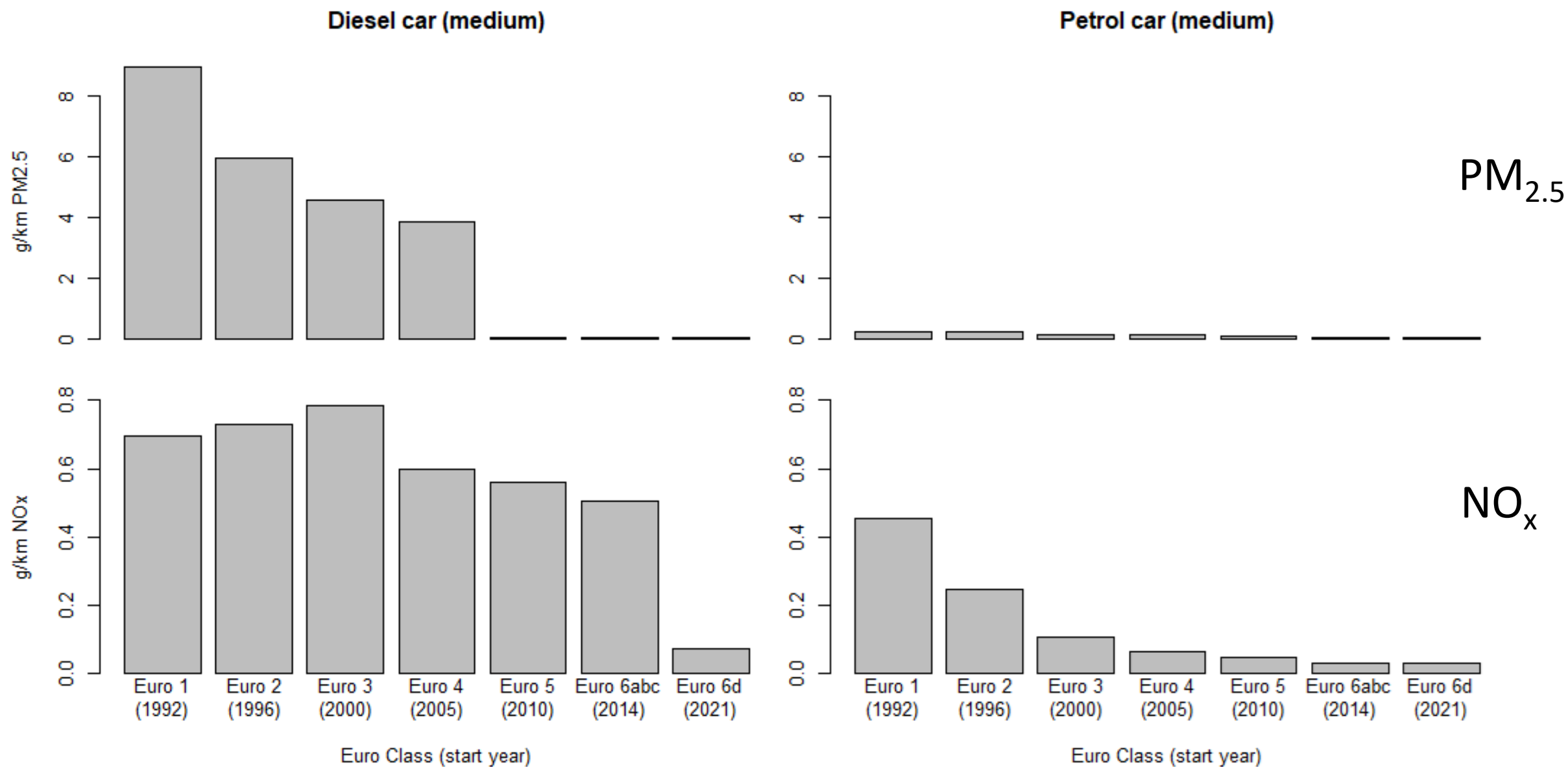
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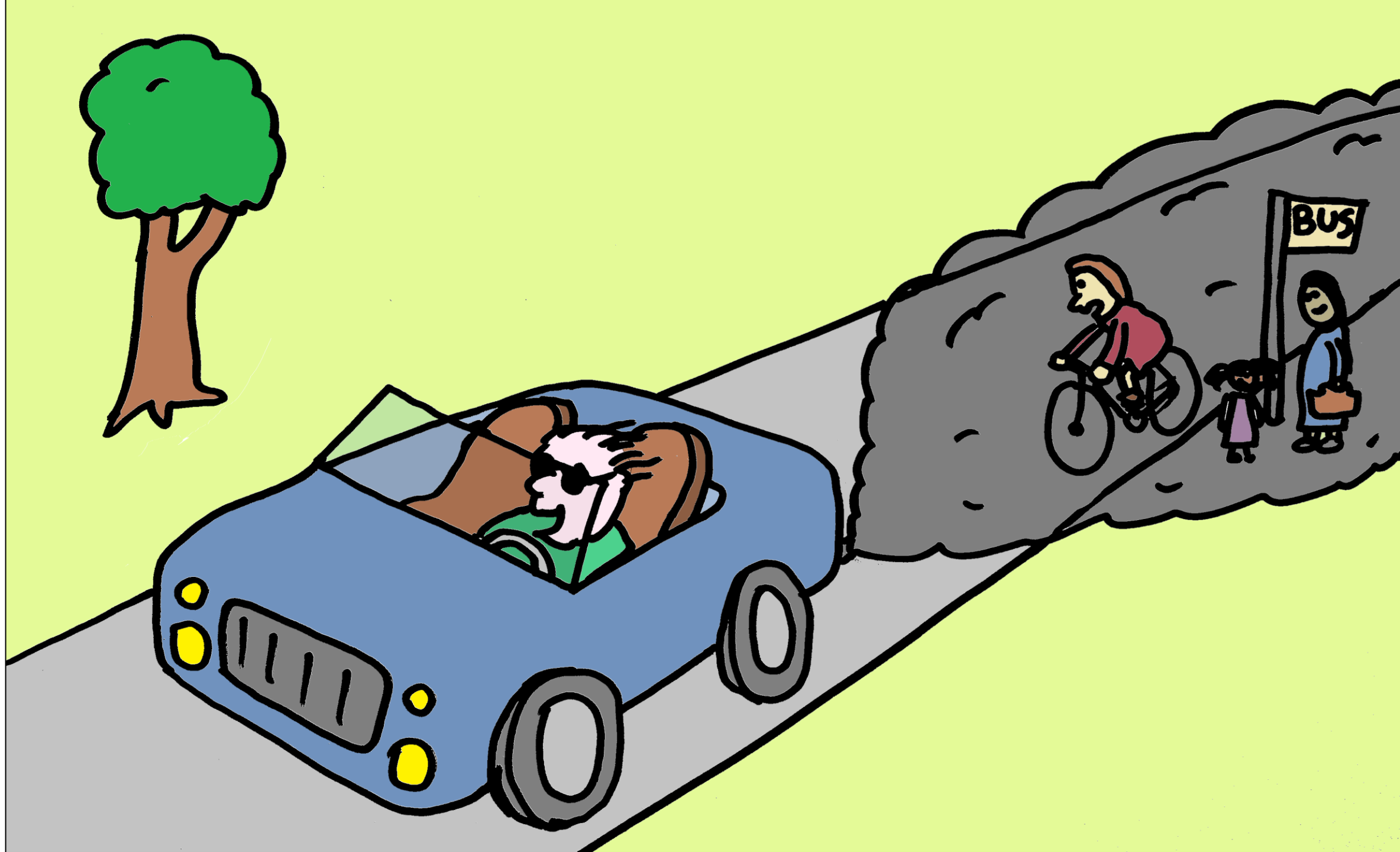


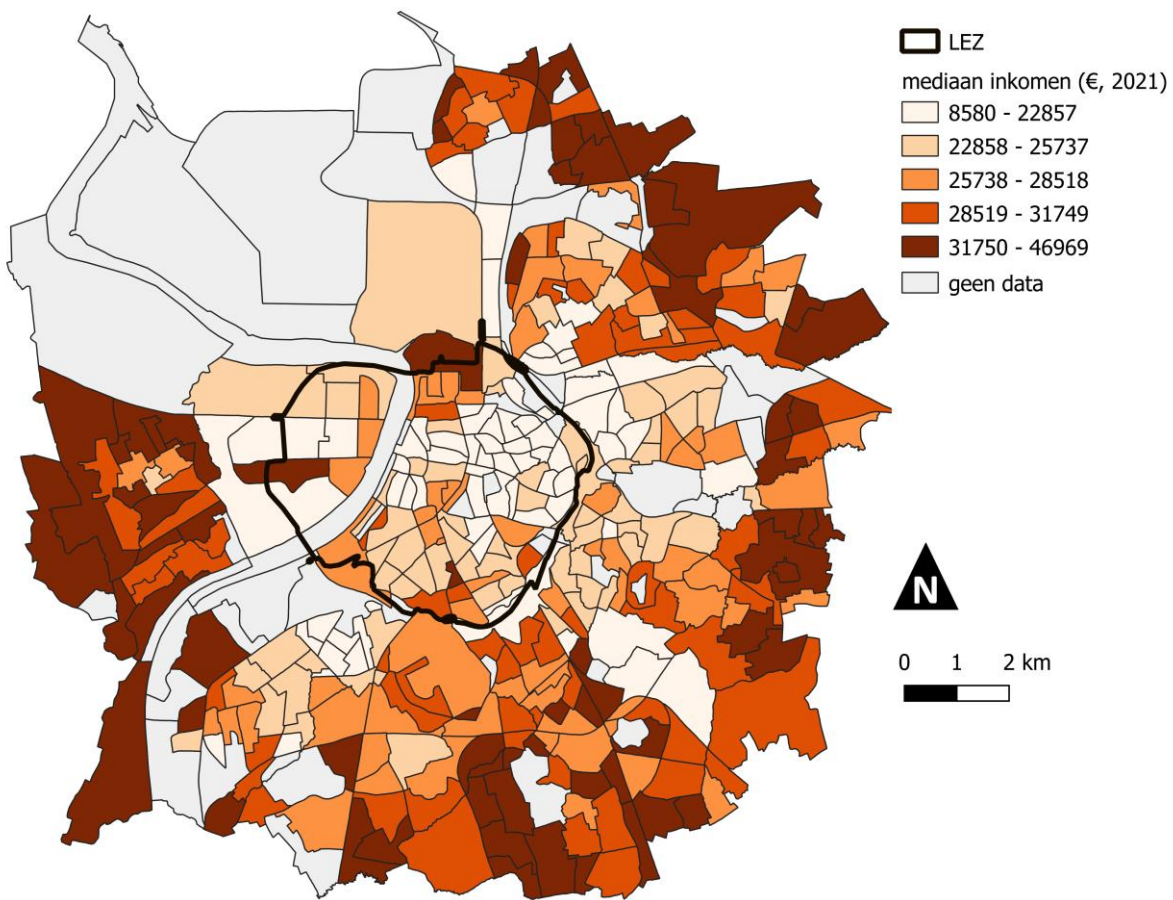
Increasing interest in low emission zones



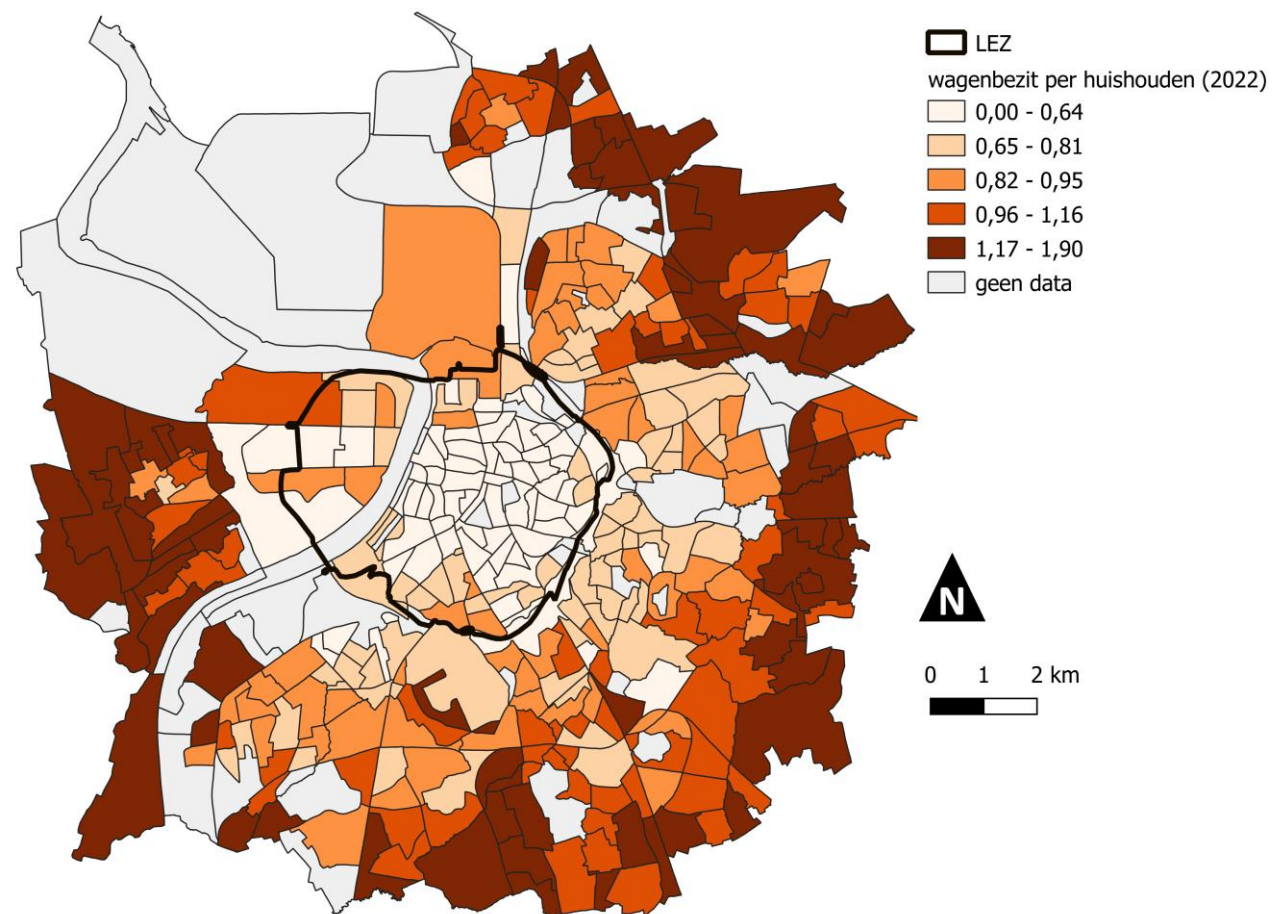


Data source: (Tier 2 exhaust emission factors for passenger cars, NFR 1.A.3.b.i, used in the COPERT 5.8 model; Ntziachristos, L., Samaras, Z., 2024. 1.A.3.b.i, 1.A.3.b.ii, 1.A.3.b.iii, 1.A.3.b.iv Passenger cars, light commercial trucks, heavy-duty vehicles including buses and motorcycles - update 2024, in: EMEP/EEA Air Pollutant Emission Inventory Guidebook 2023: Technical Guidance to Prepare National Emission Inventories. EEA Report 06/2023. European Environment Agency, Copenhagen, pp. 1–153.)





Antwerp: income



Antwerp: car ownership

Creating healthy spaces





LES CHERCHEURS D'AIR

NOS CAMPAGNES ▾

NOS DEMANDES

POLLUTION DE L'AIR ▾

140 health and environmental experts ask for strong clean air measures in Brussels

website Flanders' environmental department:

'Are LEZs asocial?'

- 'No, on the contrary. Socially weaker persons generally live in the most polluted locations, while they do not always have a car'
- Can use car-sharing, petrol cars of moderate age, LEZ discounts for low-income groups

environmental injustice

- **"Environmental problems [...] do not affect us all equally [...], places the heaviest environmental burdens upon marginalized, disadvantaged, and less powerful populations"**
- **"Sadly, those who contributed the least to environmental degradation are disproportionately exposed to the resulting harm."**



Picture: Lisa De Vos (UAntwerp)

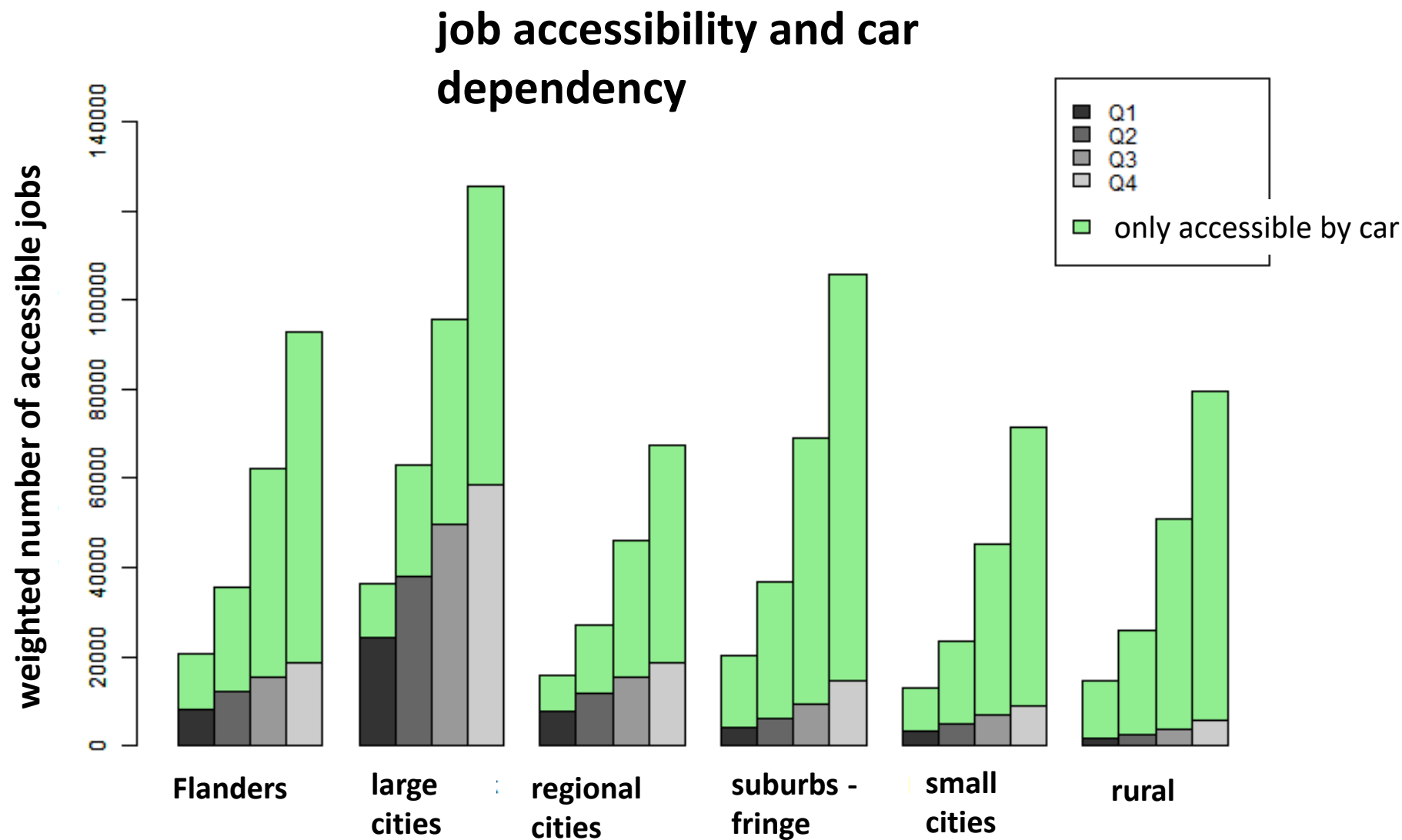


justice and transport

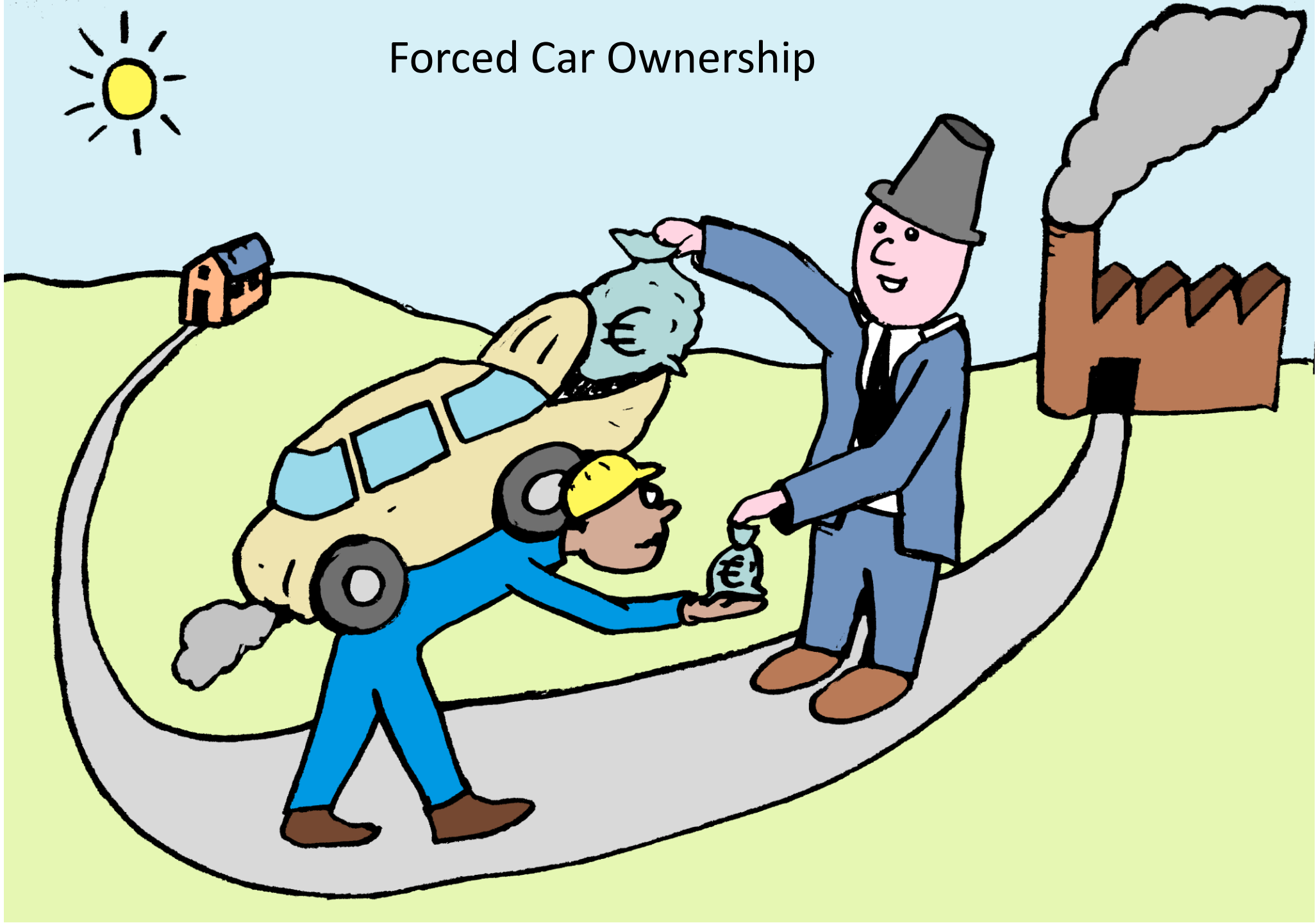
- “1) inequitable access to **participation** in the planning process;
- 2) inequitable exposure to localized **environmental burdens**; and
- 3) inequitable distribution of the **benefits of transportation** investments and systems.”

Distribution of accessibility:

case Flemish region (IKOB methodology)

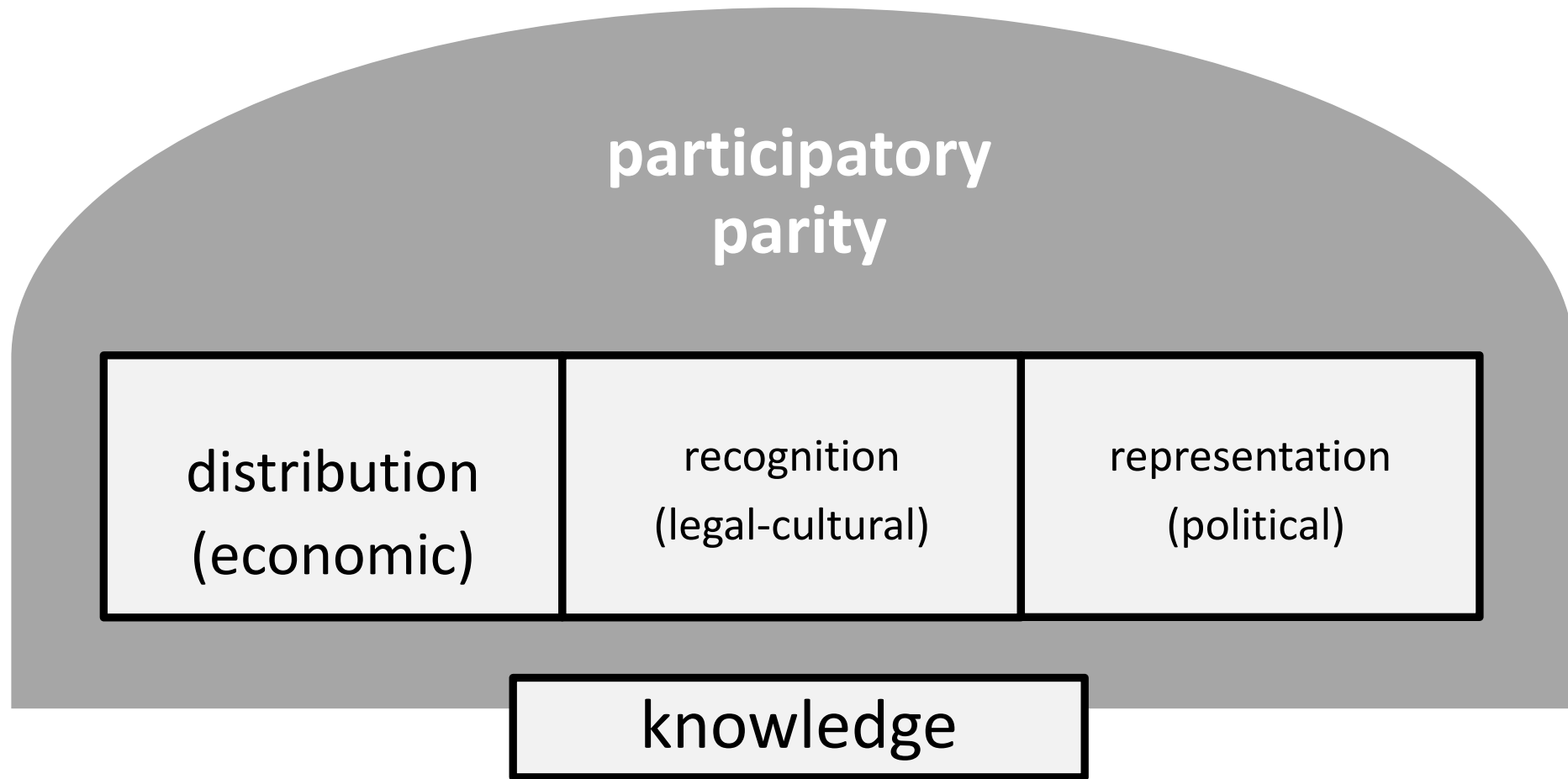


Forced Car Ownership



the 'what' of justice

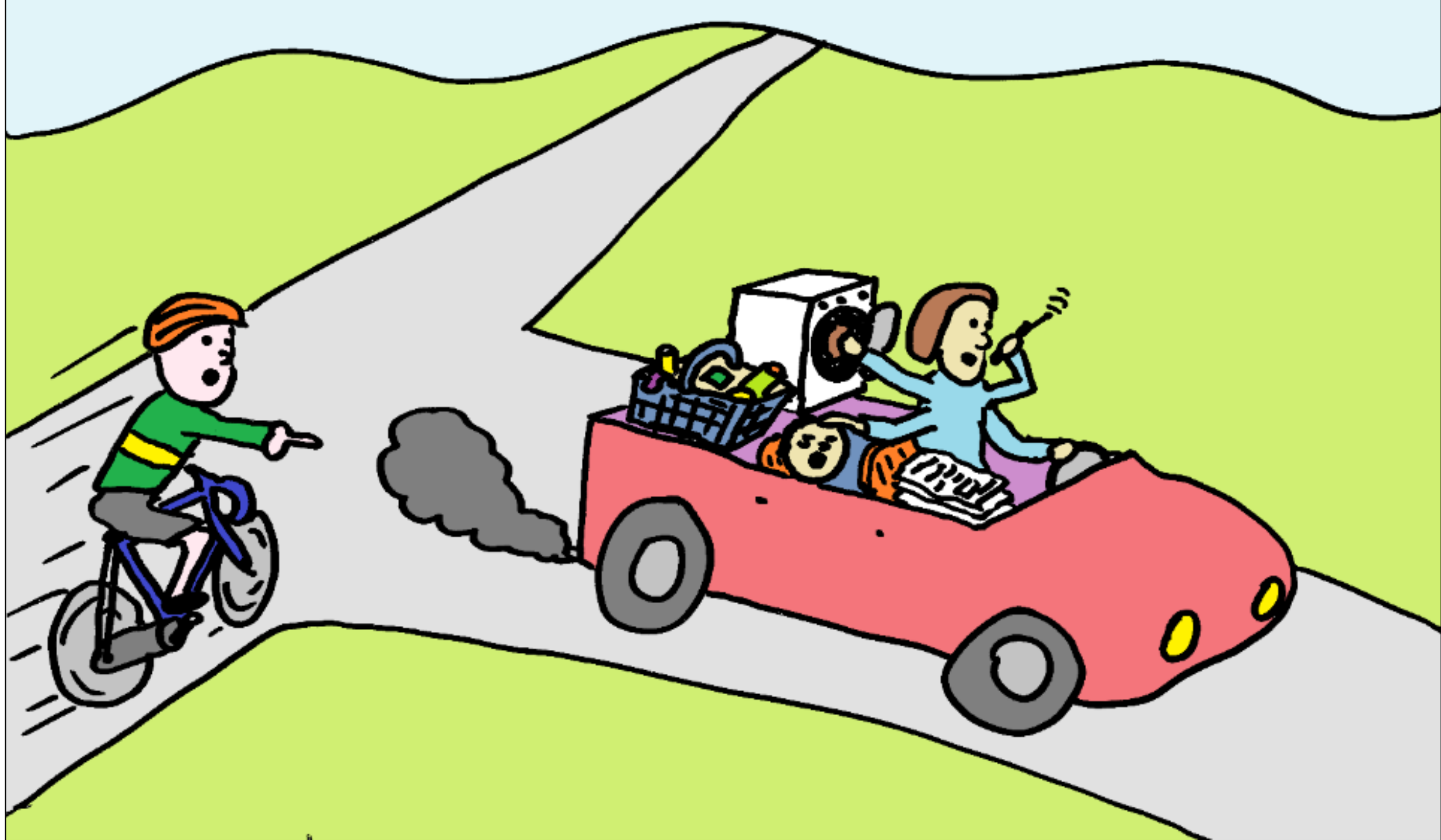


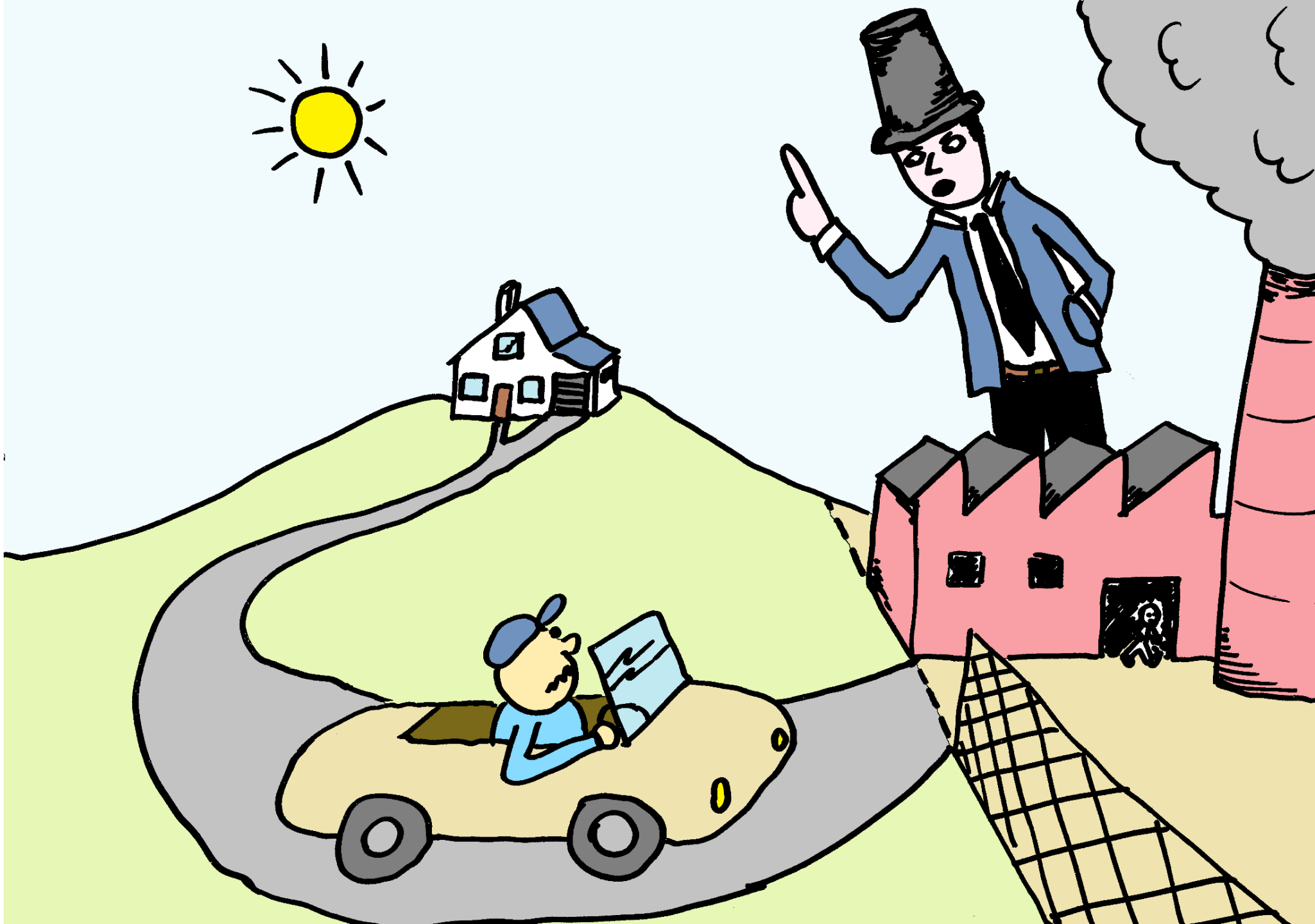




“Yes, I’m allowed to enter the low emission zone.”











distribution

declining public
transport provision

lack of
participation

recognition

forced car
ownership

transport
poverty

less local
services

gentrification

corruption

housing
affordability

unemployment

representation

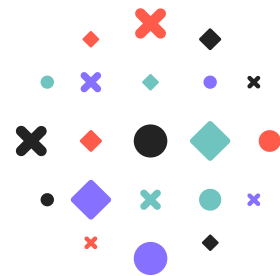
rising petrol
prices



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