

INVESTMENT IN MULTI-MODAL TRANSPORT SERVICES & INFRASTRUCTURE

4. As an alternative to austerity, the ETUC is calling for a new European Recovery Programme of 1-2% GDP, which should focus funds on modernising our integrated public transport systems, supporting co-modality of different transport modes (bus, train, carpooling & sharing, bike-hire, trams and walking), and industrial innovation in new clean transport technologies.

5. 'Public transport vouchers' should be promoted as part of remuneration packages and collective agreements, guaranteeing public integrated transportation systems sustained investment.

In Belgium, employers must cover a significant share of the cost of public transportation used by workers from home to their workplace. The minimum contribution changes according to the kind of public transportation used but is around 70 to 75 % of the real cost. Collective agreements negotiated at sectoral or company level can organize a full re-imbursment by employers of the cost of public transportation for commuters. <http://www.emploi.belgique.be/defaulttab.aspx?id=23938>

6. Strengthen Europe's manufacturing base through an industrial policy based on increased investments in R&D, particularly in lower and zero emissions vehicles and associated infrastructure, to ensure Europe does not lag globally

DGB propose a Marshall Plan for Europe to modernise our infrastructure:

"Despite some success stories, parts of Europe are suffering from insufficient infrastructure. There are still bottlenecks and technical obstacles to overcome. This is why we want to promote investments in the systematic ecological improvement and the expansion of transport infrastructures and transport services – from the trans-European transport network (TEN transport) to long distance transport and local public transport. A Europe-wide programme is needed to promote investments in the preservation and renewal of the transport infrastructure.

[...] The total expenses for modernising the European infrastructure should amount to roughly €10 billion per year." <http://>

www.dgb.de/themen/+++co++d92f2d46-5590-11e2-8327-00188b4dc422

JUST TRANSITION AND MODAL SHIFT

7. Anticipating change in the transport sector and its supply chain is essential to ensure a Just Transition for workers affected: we need an EU legal framework on anticipation of change now!

8. Set up a sustainable mobility observatory including social partners from transport, vehicle manufacturing and interprofessional organisations to improve the sharing of best practice and measure progress towards sustainable mobility considering the specific needs of urban and rural populations.

The European Transport Workers' Federation (ETF), representing workers in all transport sectors and fisheries across an enlarged Europe, launched a broad debate in their ranks in 2007 with the aim of developing a TRade Union Vision on Sustainable Transport (TRUST). <http://www.itfglobal.org/etf/trust.cfm>

IndustriAll-ETU's participation in CARS 2020: Manufacturing workers have used the Industrial Policy Platform to push forward a socially fair transformation of the automotive sector, a sector heavily impacted by changes in models of mobility – and a sector already in crisis. IndustriAll-European Trade Union has set out its key demands for the transition in negotiation with industry, member states and the Commission.

Anticipation of change was recognised as a key activity of the CARS 2020 platform as a result, showing how engaging unions can influence EU policy direction.

http://www.etuc.org/IMG/pptx/iAIEE_Cars2020-v2.pptx

Unions and workers are ready to get moving for clean air and sustainable jobs and commuting: involve us!

For more information & good practices from the ETUC-EPE project 'Green Workplaces 2013 - workers for sustainable mobility': <http://www.etuc.org/r/1834>

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GET MOVING FOR CLEAN AIR: RIGHTS, INVESTMENT & JUST TRANSITION

Sustainable Mobility in Europe



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Europe is currently facing a multi-dimensional crisis and our mobility patterns are part of the problem. In the context of unemployment, resource scarcity, expensive energy, air quality problems and climate change, mobility based on neo-liberal principles and dominated by individual concerns is not viable for either workers or the economy. To ensure the movement of persons and goods under conditions that are as socially and environmentally compatible as possible, while using resources efficiently, it makes sense to develop and expand a modern integrated multi- and intermodal trans-European transport network based on efficient and technologically up-to-date equipment.

Sustainable mobility is a triple win for job creation, economic recovery and environmental protection.

"Within a policy towards greening the economy and creating green jobs, the transport sector plays an important role. It requires, on the one hand, huge employment stimulating investment in sustainable transport infrastructure, green transport technology and above all in public transport, and on the other hand, investment in serious just transition policies. The sovereign debt crisis and resulting austerity policy totally block such a policy." (ETF Congress Resolution May 2013)

The European Trade Union Confederation calls on EU governments and employers to get moving in the right direction.

Our current mobility model has three negative impacts:

- Social impact: the full liberalisation of the transport sector has led to poor working conditions, precarious work and social dumping
- Economic impact: rising fuel costs and other externalities are hitting our competitiveness and privatisation has increased not decreased the costs of mobility for individuals and society.
- Environmental impact: transport consumes around 40% of primary energy in industrialised countries and is considered to have an equivalent share in the increase of greenhouse emissions

The European Trade Union Confederation calls for rights, investment and Just Transition to create good jobs in the broader transport sector and help workers get to and from work cleanly.

Action is needed to deliver sustainable mobility in Europe. The workplace has a key role to play. There are already concrete examples of workers leading the way.

RIGHTS

1. Mobility is a right and public authorities should defend a public transport system that is affordable, safe and serves local communities, ensuring access for all. The total liberalisation of all transport modes continues to be a major threat for decent transport jobs in Europe. Liberalisation often results in replacing good quality jobs by more and more precarious and insecure jobs and the deterioration of working conditions. Liberalisation policies have, regardless of the mode of transport, often led to lower safety levels, resulting among others in accidents in road and rail transport. This is an unacceptable threat to the health and safety of transport workers and citizens.

In responding to the White Paper "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system" (2011), the ETUC called on the EU "to adopt a radically new approach, taking into account the general interest dimension of the transport sector, and to look at labour standards not as a barrier to further liberalisation but as an essential component for the quality and the sustainability of the sector. Free markets alone do not generate sufficient incentives to ensure the fulfilment of public service obligations... The ETUC is calling for a moratorium on liberalisation in the transport sector until a proper evaluation of previous liberalisations has been conducted notably by the proposed observatory." <http://www.etuc.org/a/9218>

Alliances have a key role to play in defending services and jobs. In the UK, Action for Rail is the TUC and rail union campaign that fights cuts to jobs and services and campaigns for a national integrated railway under public ownership . <http://actionforrail.org>

2. Workers and their representatives in companies must be involved in the drafting of company mobility plans for commuting to and from work. To achieve sustainable mobility, the EU should put forward rules to extend this right across Europe.

Best practice from across Europe:

- Spain's "mobility law" establishes the obligation for companies with more than 500 employees (more than 200 in Catalonia) to develop a mobility plan.
- in the Brussels Region companies with more than 100 employees are obliged to develop and implement a green commuter plan. Support and expertise is provided by the regional administration. While the Belgian federal government has rules that all companies with more than 100 employees should provide key mobility data used for monitoring modal shifts for work related trips for use by public transport providers
- in Italy, the "Decreto Ronchi" (1998) obliges companies and administrations of a certain size (more than 300 or for certain cities more than 800 workers) to have a company mobility plan

<http://www.etuc.org/IMG/pdf/4FERRIPresentacion-Bruselas.pdf>

3. Workplace representatives should have rights to address the environmental performance of their workplace: we need information and consultation rights for Green Reps!

Andrew Casey Green Rep BT, UK: "The presence of green union reps is having a significant impact upon UK workplaces - encouraging a growing number of employers to adapt cost-saving energy efficiency measures and persuading colleagues to become more environmentally-aware at work." http://www.etuc.org/IMG/pptx/CASSY - UK Green Union Rep_Examples_ETUC_4-5Feb12_v1.pptx

