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Reino de los Países Bajos

Kingdom of the Netherlands



Cycling to work

**Towards a safer, more efficient and sustainable
commuting**

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Mobility dept. Trade Union Confederation CCOO

Madrid, 20 September 2012



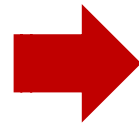
- ① Current state of affairs in the EU
- ② Conditions in Spain
- ③ Costs of unsustainable mobility
- ④ Reality is not predestination: rethinking and taking action
- ⑤ The role and opportunities for trade unions

① The current state of affairs in the EU

- Mobility increasingly demands more **time, energy and economic resources**
- Transport (freight and passengers) is mostly based on **road transport**

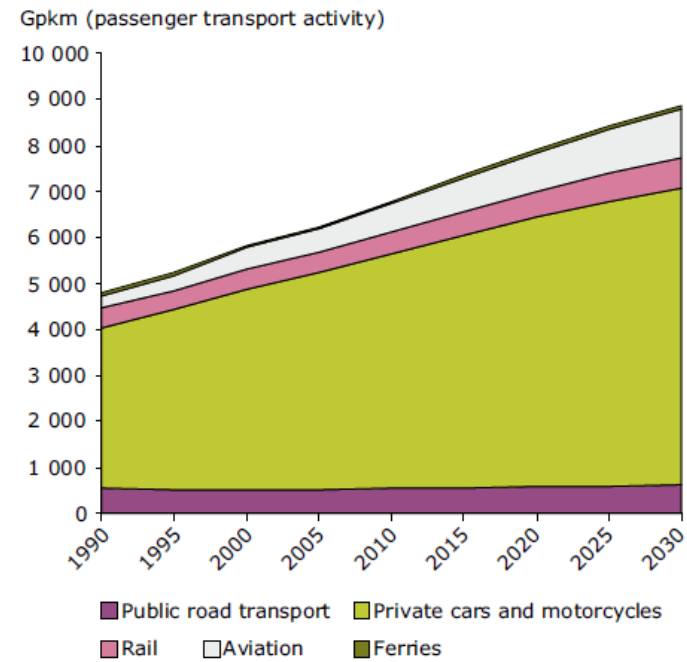
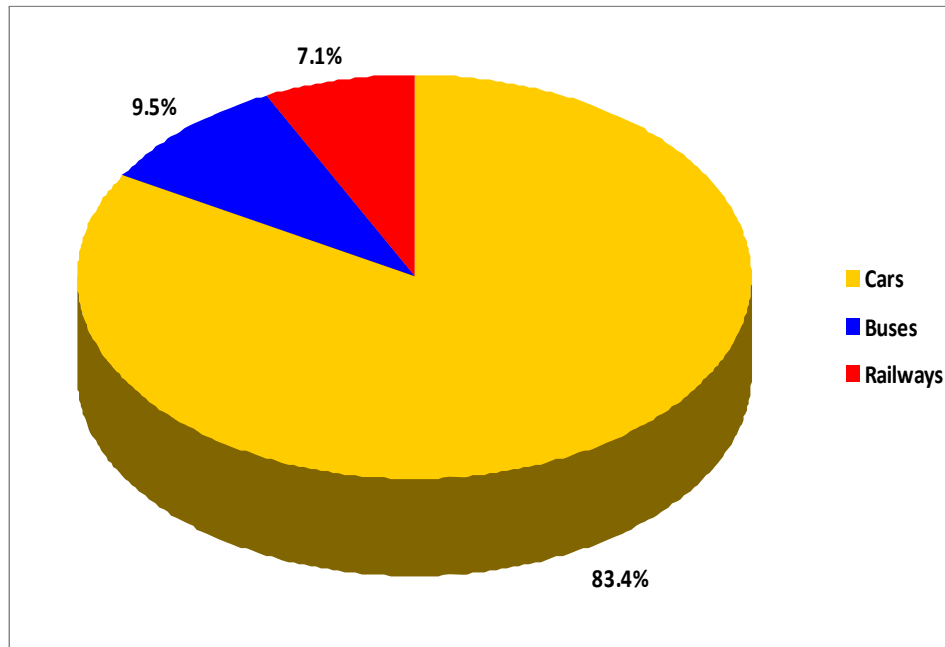


Cars account for most of private transport

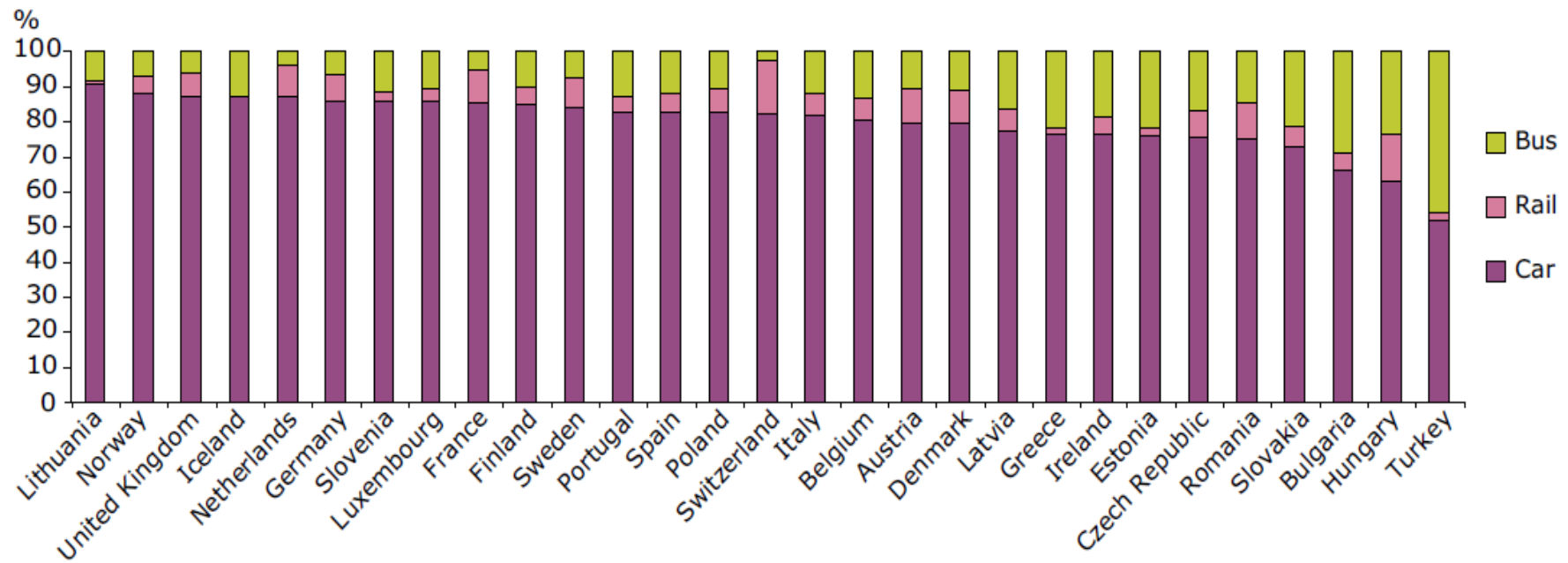


Trends and forecasts indicate a **sustained growth**

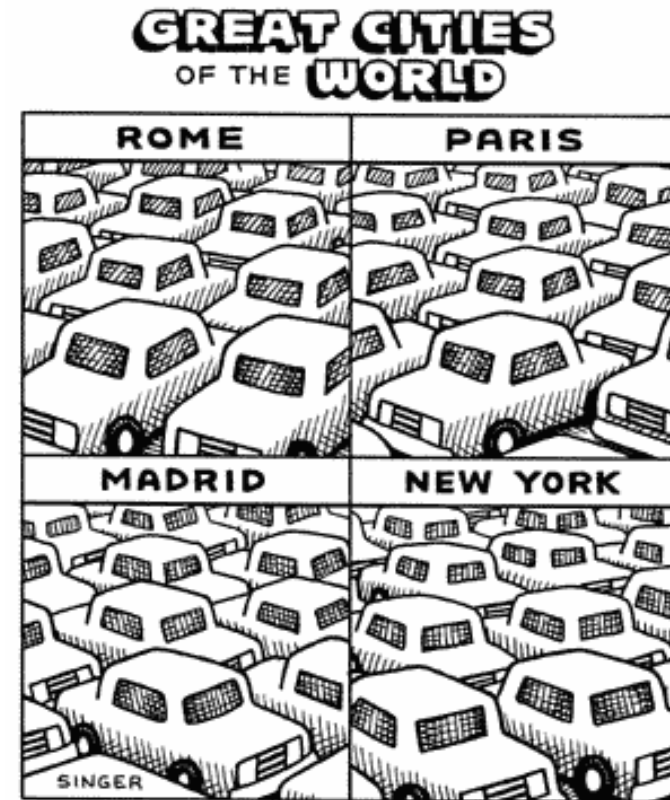
European Environmental Agency – Terms 2009



The situation is similar across the EU including Spain.



- 50% of car **journeys** do not reach 5 km; 30% do not even cover 3 km
- The **average number of passengers per car** is 1
- Private cars **account for 75% of total passenger/km**



- European commuters spend an **average of 39 days per year** in home-work journeys

Study by Avaya-Dinamic Markets (2009)



- Cars are still **the most used mean of transport for commuters (60%)**.

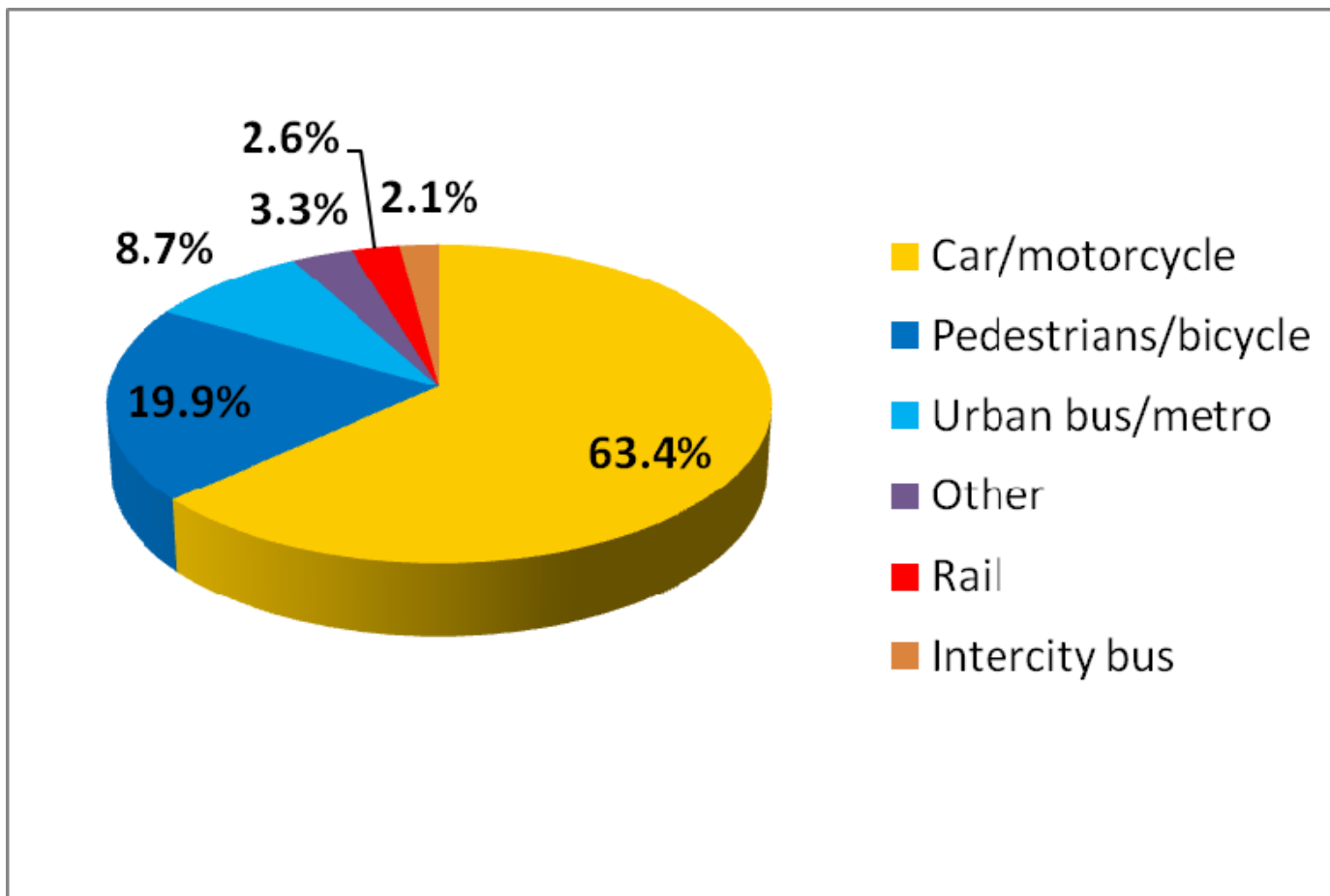
② The situation in Spain

2006: employees made over **62 million journeys** on a regular working day (half of the total 123 million journeys)



67% (41 million) accounted for home-work-home journeys which represented 34% of total journeys

Modal split of commuting in Spain

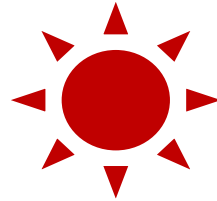


Survey Movilia 2006. Ministry of Industry

③ Costs of unsustainable mobility

SOCIAL

- Accidents
- Labour exclusion



ENVIRONMENTAL

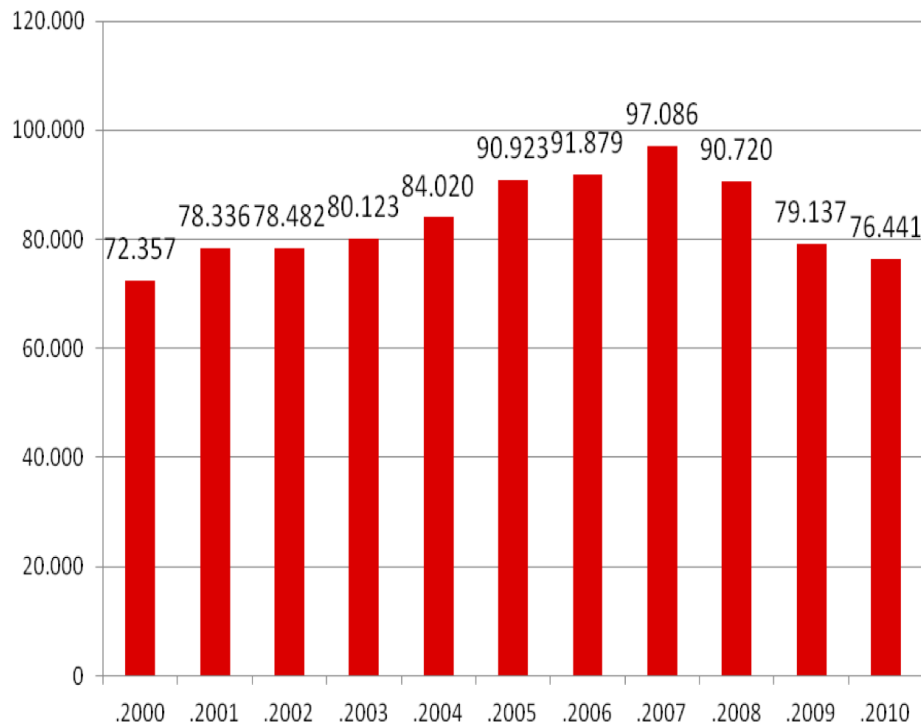
- Air pollution
- Climate change
- Energy inefficiency
- Noise pollution

ECONOMIC

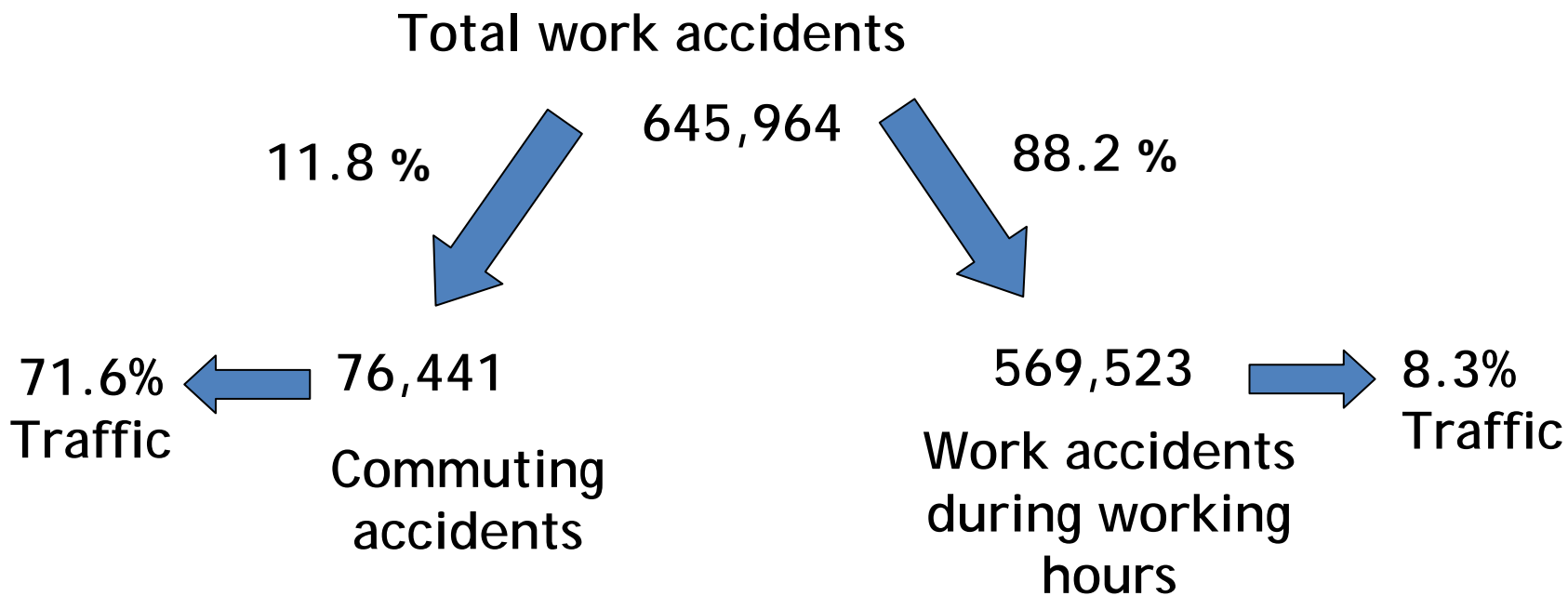
- Individual and collective costs
- Loss of competitiveness

Evolution of commuting accidents with leave in Spain

EVOLUCIÓN DEL NÚMERO DE ACCIDENTES IN ITÍNERE CON BAJA EN ESPAÑA



Work-related accidents in 2010



65,446 work-related traffic accidents

Social costs LABOUR EXCLUSION

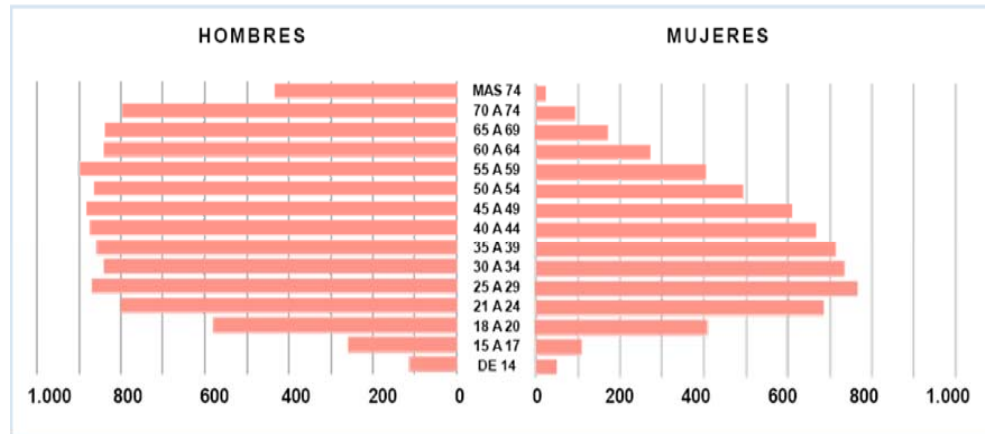
- The scattering of industrial areas and estates leaves cars as the only alternative for employees to access their workplaces



- Labor exclusion affects especially women, young workers on apprenticeship and non-EU migrant workers

Social costs LABOUR EXCLUSION

Censo de conductores por 1.000 habitantes y por género

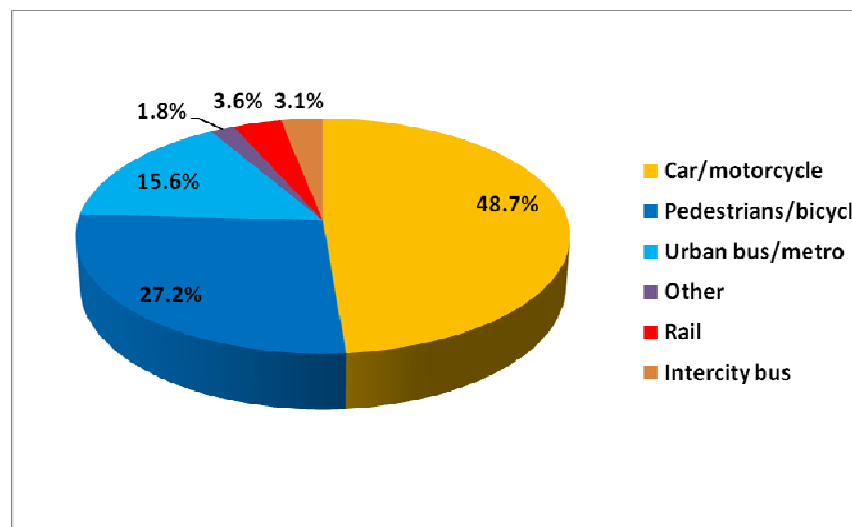
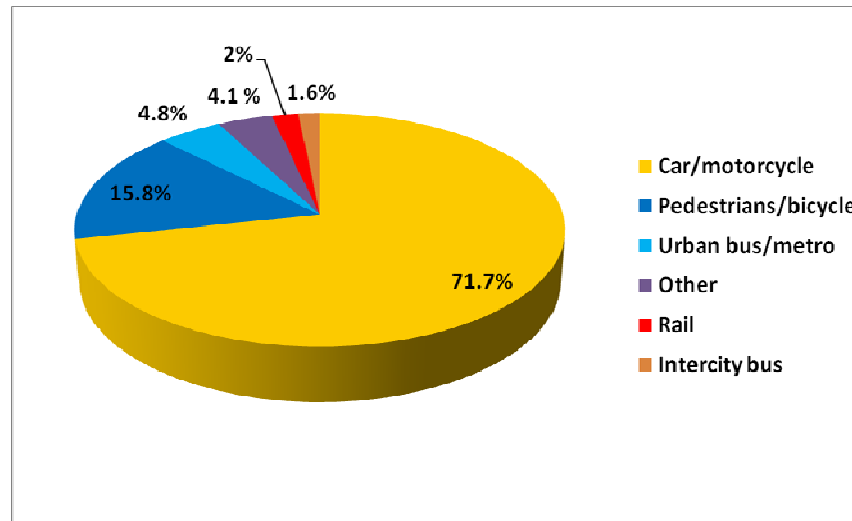


Fuente: Dirección General de Tráfico (DGT)

- **60.7%** of registered drivers with valid driving license in Spain are **men**, the remaining 39.3% are women
- **Men** travel more frequently by car/motorcycle (60%).
- **Women** rely more on public transport, bicycle or travel on foot (61%)

Social costs LABOUR EXCLUSION

Means of transport used by men and women to commute in Spain

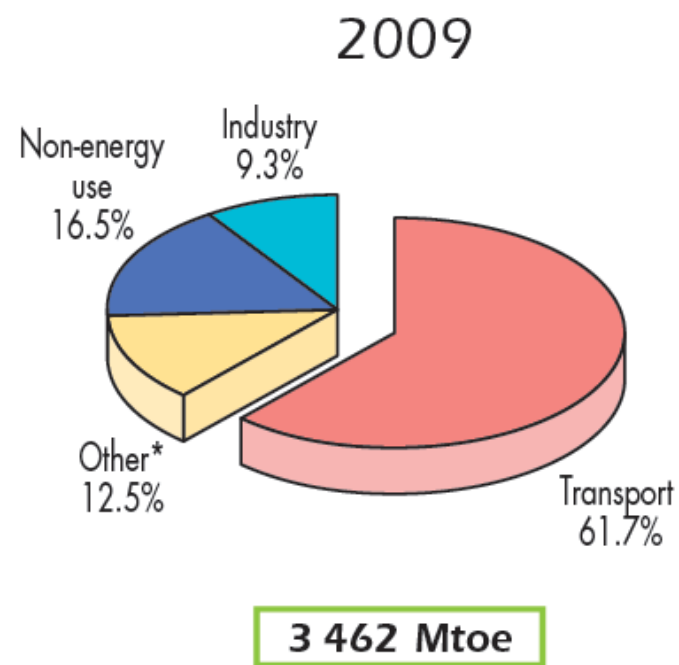


Survey Movilia 2006. Ministry of Industry

Environmental costs ENERGY INEFFICIENCY

Transport consumes 36% of primary energy in **industrialized countries** (OECD), and nearly 62% of the **world's oil production** (45% in 1973)

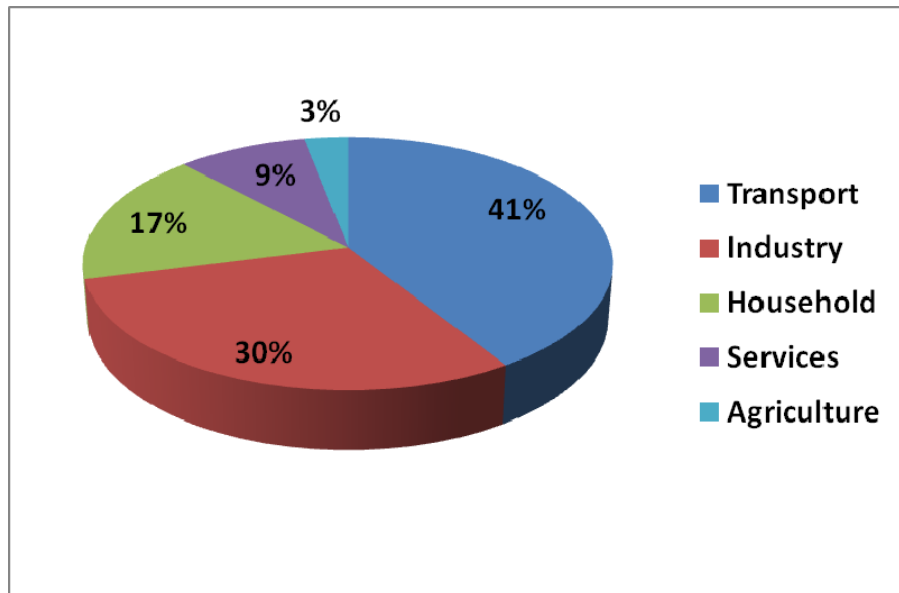
This sector has a **poor energy diversification** since oil products satisfy 95% of demands



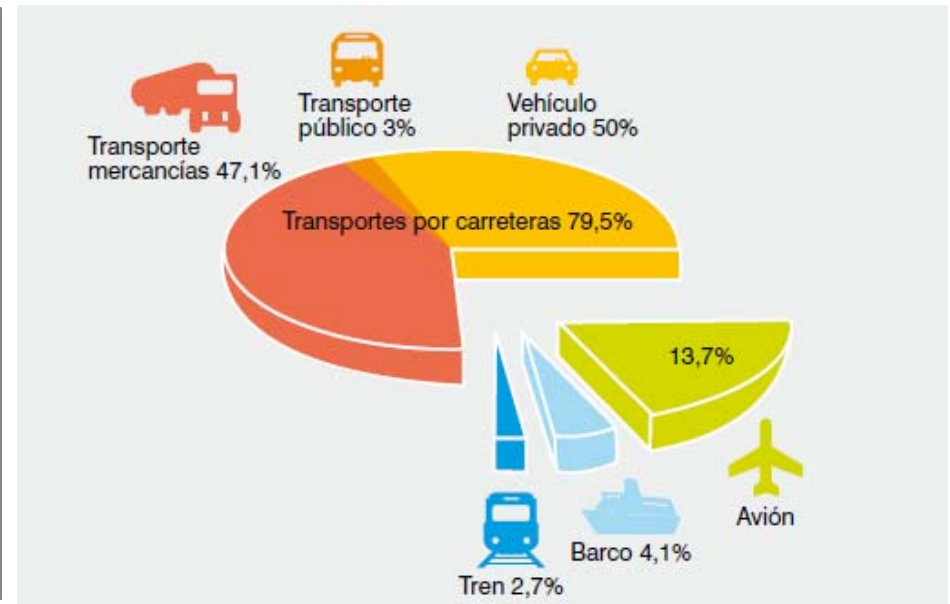
International Energy Agency

Environmental costs ENERGY INEFFICIENCY

Final energy consumption in Spain (Ktep) 2008



IDAE, 2008

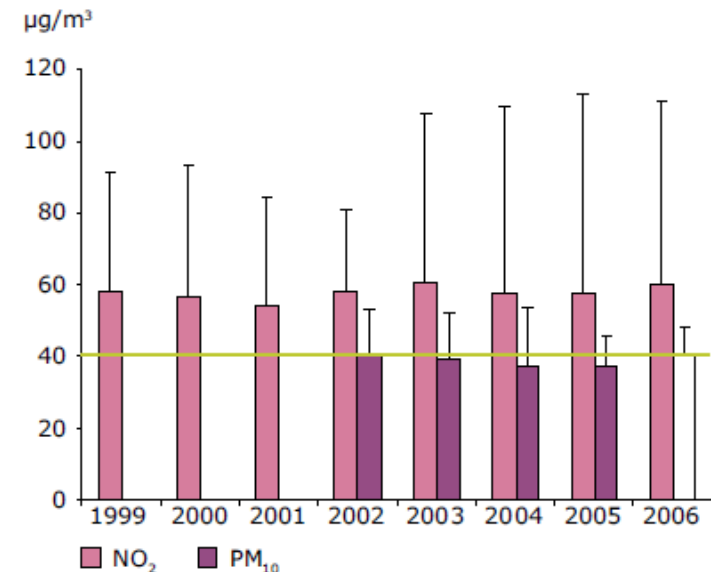


Transport energy consumption in
Spain

Greenpeace report 2009

Environmental costs AIR POLLUTION

- Despite the growing number of vehicles, **traffic emissions** in Europe have reduced as a result of changes in technology and regulation.
- **NO_x** and **PM₁₀** emissions are an exception.



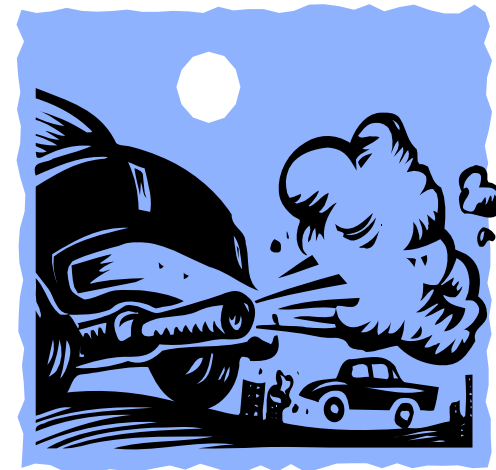
Note: Columns indicate mean values while error bars indicate maximum values.

Source: European Topic Centre for Air and Climate Change, 2008.

Environmental costs

AIR POLLUTION

- According the European Environmental Agency 20 million Europeans suffer daily **respiratory disorders**

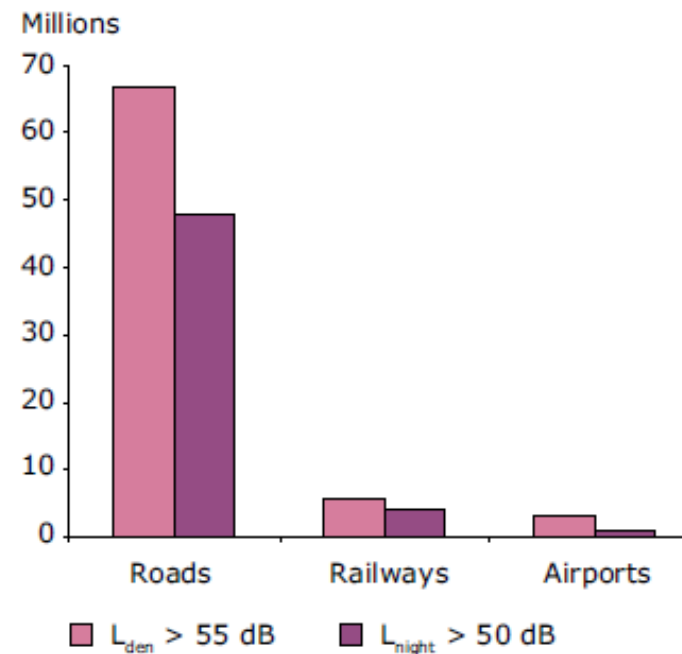


- Pollution is responsible for 370,000 **premature deaths** every year and over 100,000 cases of **severe hospital admissions**

Environmental costs NOISE POLLUTION

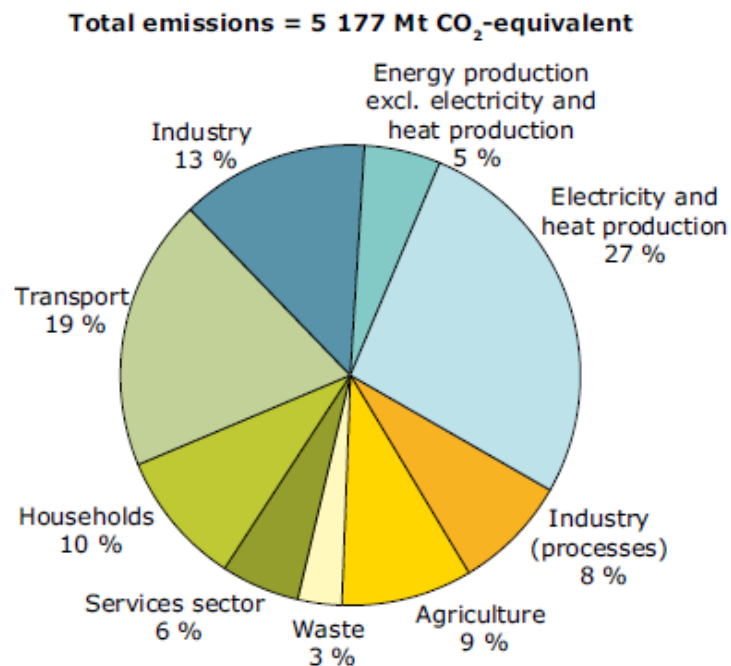
Persons affected by noise in big cities

- According to the European Environmental Agency traffic is responsible for 80% of **noise in urban areas**



Source: The European Topic Centre Land Use and Spatial Information, 2008.

Environmental costs CLIMATE CHANGE



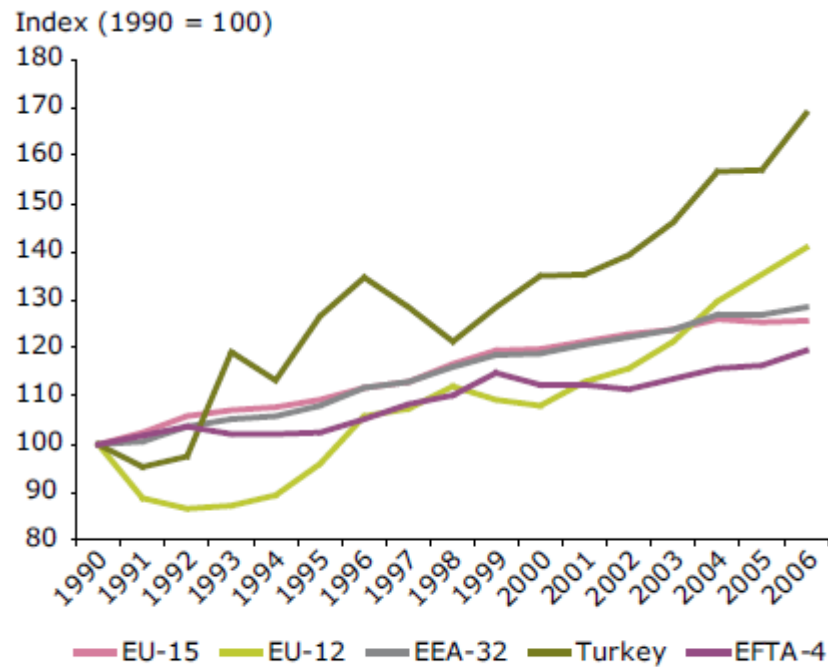
- Urban traffic is responsible for more than 40% of transport CO₂ emissions and 10% of total CO₂ emissions in the EU

EU-27emissions by sector

European Environmental Agencies

Environmental costs CLIMATE CHANGE

Evolution of **transport GHG emissions** in Europe



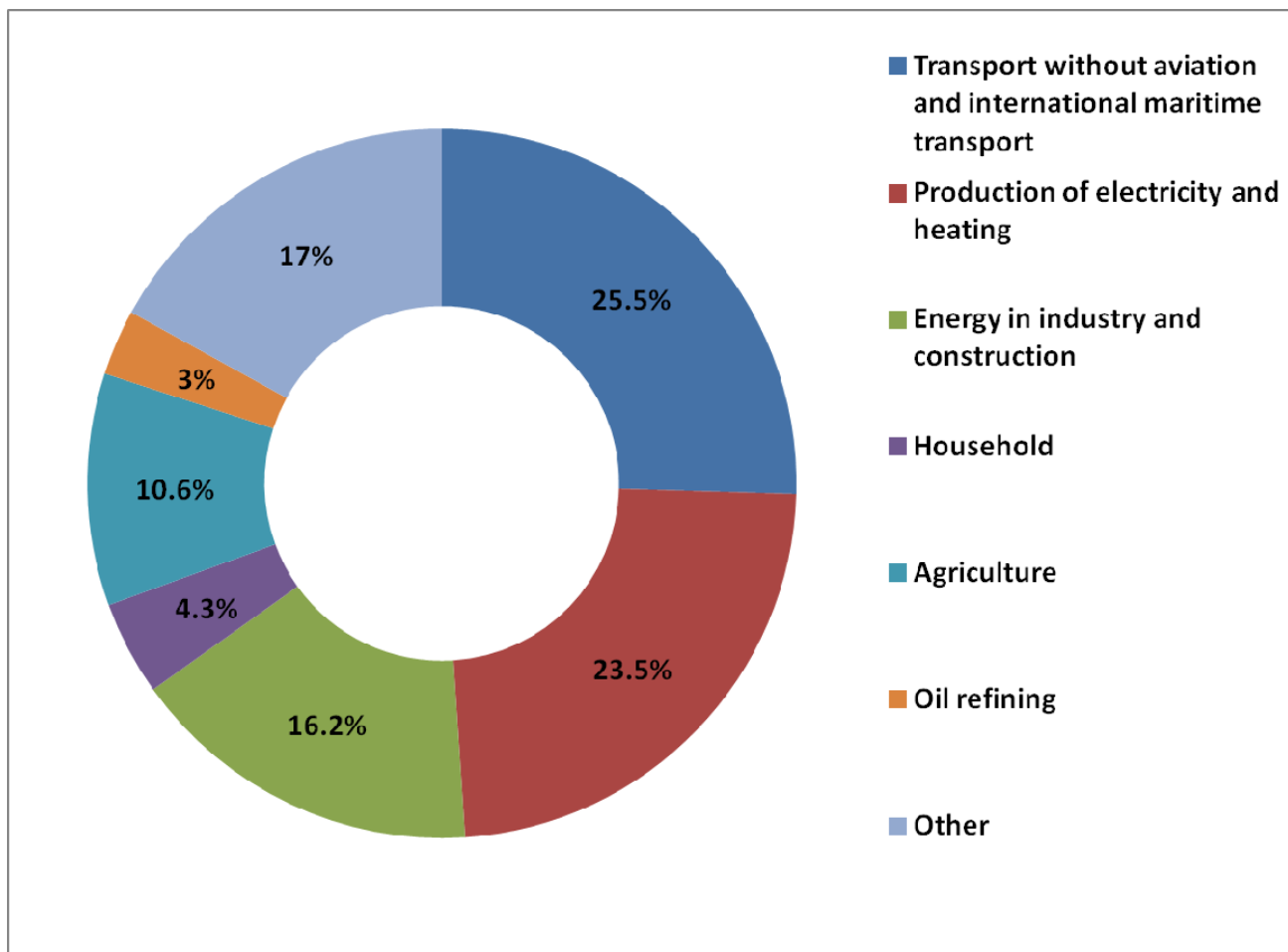
Source: European Topic Centre for Air and Climate Change, 2008.

Distribution of **transport GHG emissions** by modality in EU-27

UE-27	2006 emissions (Mt CO ₂ eq.)	Variation since 1990	% of emissions over total transport
TOTAL Transport (Kyoto)	992	27%	100%
Road	924	29%	93,2%
Inland navigation	24	13%	2.4%
Domestic civil aviation	26	52%	2.6%
Railway	8	-44%	0.8%
Other means of transport	10	-12%	1,0%

European Environmental Agency - 2007 / Graphic: Greenpeace report 2009

GHG emissions by sector in Spain

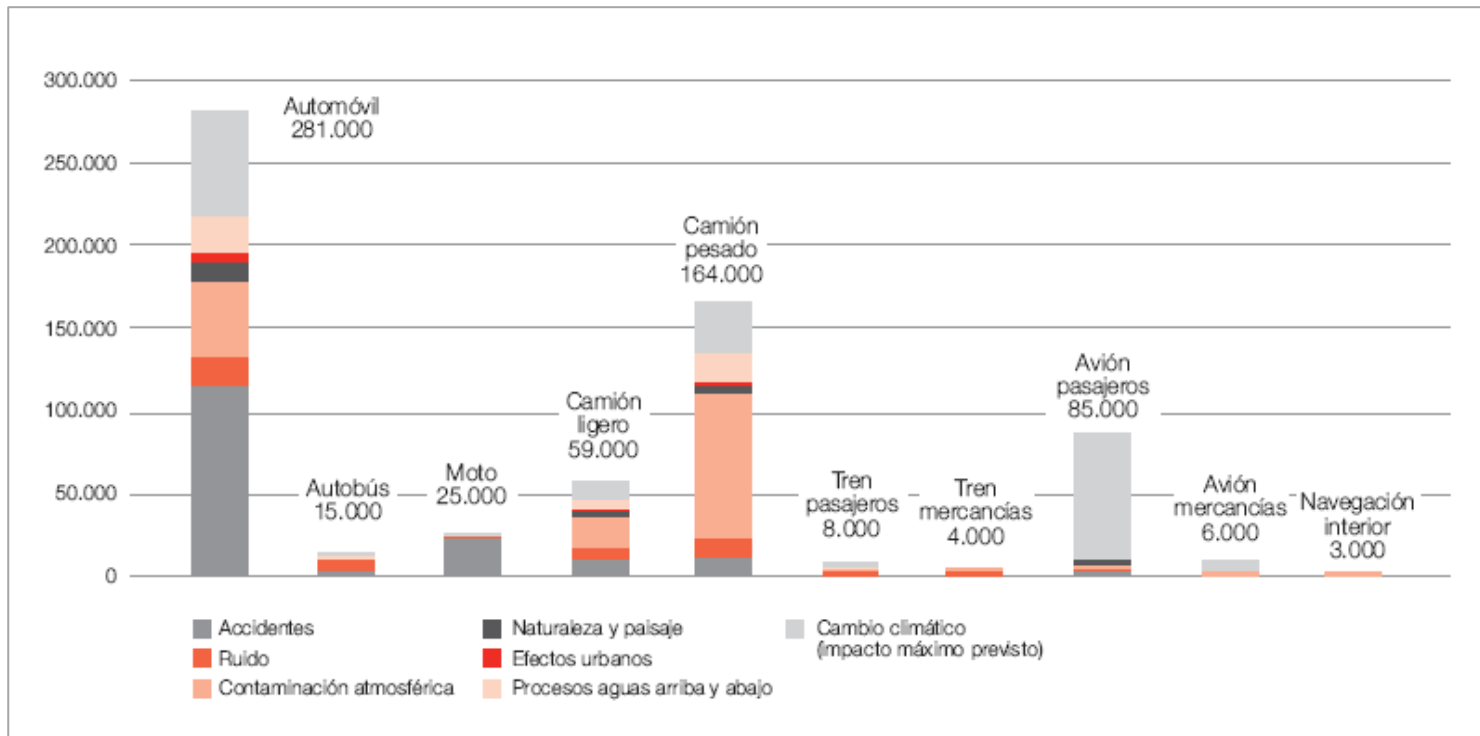


Economic costs COLLECTIVE COSTS

- Study *Infras 2004* (UE-17): externalities exceed €650 billion a year (7.3% of EU GDP)
- Road transport amounts to more than three quarters of total costs



Economic cost COLLECTIVE COSTS



Economic costs

LOSS OF COMPETITIVENESS

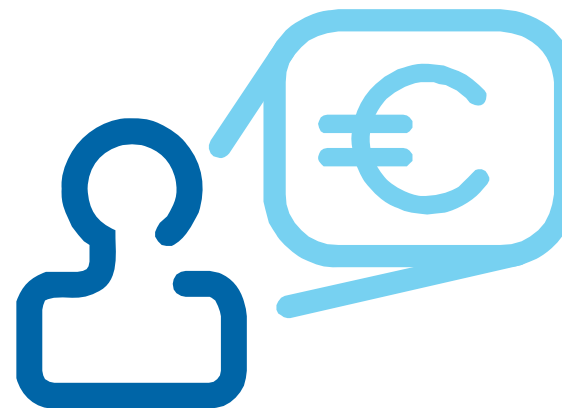
- The European Commission estimates in more than 1% of EU GDP the value of **commuting time**
- This loss also implies additional **energy consumption and polluting emissions**



Economic costs

LOSS OF COMPETITIVENESS

- Companies with safer, less expensive and more sustainable mobility policies are **relatively more competitive**.
- Their **productivity** increases while accident leaves and associated labor costs drop



④ Reality is not predestination: (re)thinking and taking action

PROPOSALS FOR INTERVENTION

- Diagnosis and planning of mobility
- Equitable management of spaces in public areas
- Promotion of public transport (collective / company transport)
- Support to mobility on foot and cycling
- Management of parking spaces
- Promoting the efficient use of cars
- Incentives for workers

Proposal 1

DIAGNOSIS AND PLANNING

Alternative approaches:

- **Sustainable Mobility Plan**
- **Study on generated mobility** – prior to implementation



Proposal 1

DIAGNOSIS AND PLANNING

Phases of a Mobility Plan

1. diagnosis of the situation

What is the initial scenario and what are the detected problems?

Gathering of information, identification of problems and understanding the initial situation in order to assess the potential for change and define the necessary approach to achieve the expected goals

2. development of an action plan

What do we want to change and how far do we want to go?

Adopting solutions to achieve a safer, more sustainable mobility for commuters.
Identification of players involved in the process,
scheduling activities and necessary investments (material and financial)

3. monitoring and assessment of the plan

What did we improve?

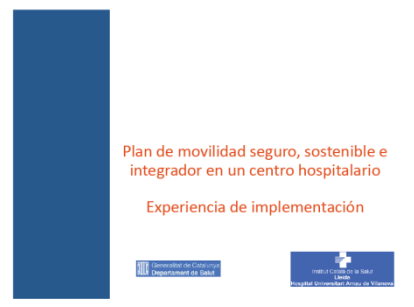
Definition of social, economic and environmental goals if the plan was implemented, following up the evolution of implemented measures



Proposal 2 DIAGNOSIS AND PLANNING



Samples of mobility plans in centers of economic activity or industrial estates



Samples of Company Mobility Plans

Proposal 2

EQUITABLE SPACE

- Public spaces have obvious physical limitations and they are shared by a **complex network of transport systems**.
- The application of new concepts of **integrated and sustainable planning** should contribute to implement systems with a more balanced regulation between pedestrians, cyclists, public transport and private motor vehicles.



Proposal 2 EQUITABLE SPACE

175 cars



2 articulated buses



1 single tram



200 people

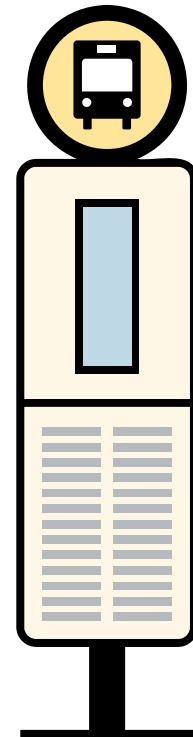


Proposal 3

PUBLIC TRANSPORT

Good coordination between the different agents and detailed knowledge of workers' needs may favor...

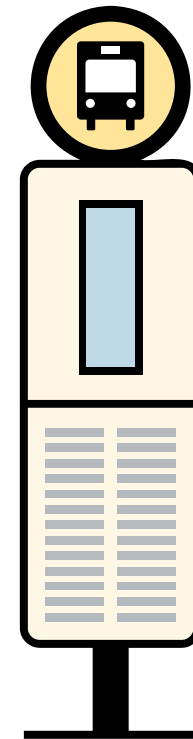
- the creation of **public transport services** (collective, company-based and intermodal),
- or the improvement of existing, underused **planning and management** systems



Proposal 3

PUBLIC TRANSPORT

- Collective transport lines can be approved by **agreement with neighboring companies**, or by arranging specific itineraries in industrial estates
- **Mobility desks and mobility managers** are responsible for coordinating and supporting such arrangements



Proposal 3 PUBLIC TRANSPORT

Some specific proposals:

- Promoting train-bus intermodality
- Placing stops/stations near workplaces
- Improving the **conditions** of bus stops
- Providing adequate information (**schedules and frequency**)
- Implementing **company transport services** once more

Proposal 4

PEDESTRIAN MOBILITY

- Walking (along with cycling) is **the most efficient way** of covering short-distance journeys (< 2km)
- The **average speed** of pedestrians is approximately 1m/s (~1km in 15 minutes)



Proposal 4

PEDESTRAIN MOBILITY

Some proposals for action:

- Improving **pedestrian crossings** as well **horizontal and vertical traffic signs**
- Improving **accessibility** from urban centers, railway stations and bus stops
- Enhancing and maintaining the good condition of **pedestrian areas**. Sidewalks and pedestrian alleyways of industrial areas should not be used as parking spaces

Proposal 4 BICYCLE MOBILITY

- Bicycles are **faster** means of transport than cars in **urban circuits** if we take into account door-to-door timing
- Bicycles are adequate for **short distances (less than 8km)** in which they can easily replace private motor vehicles



Proposal 4

BICYCLE MOBILITY

Bicycles are also a viable alternative for commuters in industrial areas and estates provided that...

- **appropriate and safe** urban/traffic measures are implemented
- companies provide adequate **bicycle parking facilities**
- **intermodality** with collective public transport means is granted



Proposal 5

MANAGEMENT OF PARKING SPACE

- The **availability** of parking spaces in companies directly affects employees choice to use private vehicles on a regular basis
- In most industrial estates the number of parking places in and outside company premises **clearly exceeds the demand**



Proposal 5

MANAGEMENT OF PARKING SPACE

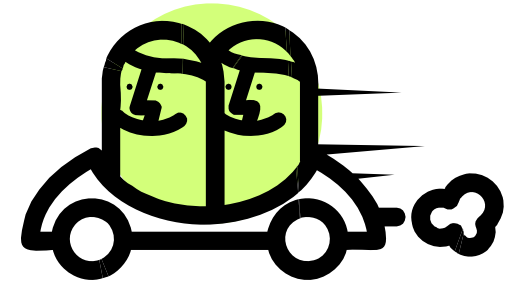
Objective: reducing parking spaces and carrying out a better management of available spaces based on the following **preference criteria:**

- workers with physical disabilities
- workers who usually accompany physically challenged family members
- workers who need motor vehicles for their professional activity
- carpoolers
- workers who have little/no possibility of using alternative means of transport

Proposal 6

EFFICIENT USE OF VEHICLES

Carpooling is an option that optimizes the use of private vehicles and reduces their number



The average vehicle occupancy in industrial areas is only **1.2**

It takes 84 vehicles to transport 100 employees

Proposal 6

EFFICIENT USE OF VEHICLES

Carsharing is a practice in which a group of users have individual access to a collective fleet of vehicles

- Carsharing promotes the rational use of transport/ vehicles and offers the possibility of using a vehicle only when it is really necessary, without the need to own it
- This system **reduces individual and social costs** of mobility

Proposal 6

EFFICIENT USE OF VEHICLES

The high costs associated with car ownership become **variable costs** depending on vehicle use. In any case those variable costs are always more affordable than owning a vehicle.

Being aware of the costs results in a more rational use of vehicles and in widespread use of **sustainable transport**

Carsharing is already a **common practice** in Spain

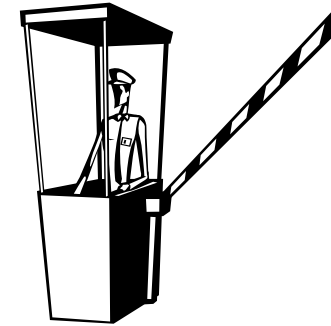
www.avancar.es

Proposal 7

INCENTIVES FOR WORKERS

In order to **change commuters' mobility patterns** it often becomes necessary to introduce economic incentives, to promote sustainable means of transport and discourage the use of private motor vehicles

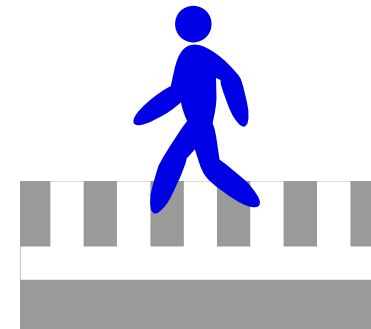
- **subsidized transport fares**
- **financial support to carpoolers**



⑤ The role and opportunity for trade unions

Workers are entitled to safe and sustainable commuting

Trade union action is an opportunity to struggle for those rights



- One of the goals implies is the introduction of **accessibility to workplaces** into collective bargain strategies, at the same level as other issues related to workers' safety and wellbeing
- However, achievements of collective bargaining are often ineffective due to the huge **time, health and financial** investment made daily to access workplaces

However,

the right to safe and sustainable mobility does not mean creating more infrastructure to reach any location on private motor vehicles

it means providing workers with **safer, more equitable, affordable and healthier means and systems of transport**



Communication and regional union actions



SEMANA EUROPEA DE LA MOVILIDAD

La movilidad sostenible y segura al trabajo: un compromiso de CCOO

CCOO continúa comprometida con la movilidad sostenible y segura.

El camino a un transporte sostenible y no excluyente es una exigencia permanente de nuestra organización, ya que supone un gran beneficio al conjunto de la sociedad.

En un momento de crisis socioeconómica y ambiental global como el actual, apostar por un modelo de movilidad más sostenible (tanto de personas como de mercancías) contribuye a mejorar la calidad de vida de los trabajadores y trabajadoras, así como a potenciar la competitividad de las empresas y la economía del país.

Cambiar tendencias y construir esta movilidad es, sin embargo, una responsabilidad compartida por todos los agentes sociales y académicos implicados: administraciones, sectores empresariales y sindicatos.

10 propuestas para una movilidad más sostenible y segura



1. En las grandes empresas y/o polígonos industriales, crear la figura del gestor de movilidad, constituir consejos de movilidad (integrados por empresas, sindicatos, administraciones y operadores de transporte) y elaborar un plan de movilidad.
2. Apostar por el transporte colectivo, con criterios de racionalidad: dimensionando los vehículos para optimizar su uso y la eficiencia; y estableciendo enlaces con las redes de transporte público.
3. Garantizar la accesibilidad a los centros de trabajo para los peatones en condiciones de seguridad y sin obstáculos.
4. Promover el uso del coche compartido y del coche multiusuario, garantizando su eficacia y reservando zonas de aparcamiento.
5. Promover el uso de la bicicleta, garantizando unos itinerarios y un aparcamiento seguro.
6. Subvencionar desde las empresas los títulos de transporte de carácter personal y reducir el espacio dedicado a zonas de aparcamiento.
7. Incorporar la movilidad in itinere y la accesibilidad al centro de trabajo en la evaluación de riesgos laborales.
8. Incluir la auditoría de movilidad en los estudios para obtener un sistema de certificado de calidad (EMAS o ISO).
9. Excluir el permiso de conducir y la propiedad de vehículo como criterio de selección de personal; pueden ser condiciones complementarias, pero no excluyentes.
10. Incorporar a la negociación colectiva el criterio de reubicación sistemática de trabajadores/as en los centros de trabajo más próximos a su domicilio.

La movilidad sostenible reduce la accidentalidad viaria, incrementa la eficiencia energética, mejora la calidad del aire, evita la exclusión social y laboral, potencia la competitividad de la economía y no contribuye al cambio climático.

Por este motivo, CCOO participe activamente en la construcción de este nuevo modelo de movilidad, impulsando numerosas actuaciones en todo el territorio y realizando una importante labor sindical de información, sensibilización, formación y participación.

La movilidad sostenible es + SEGURA, EQUITATIVA, SALUDABLE, EFICIENTE, ECONÓMICA Y COMPETITIVA pero exige IMPLICACIÓN, COMPROMISO, DIÁLOGO Y CONSENSO

Más transporte público = menos accidentes

La utilización masiva del coche para acceder al trabajo, incrementa los peligros relacionados a los grandes centros de actividad o comerciales, constituyendo un grave problema de movilidad.

Una mejora sustancial de este problema de movilidad también son importantes:

- Españolas salidas en hora punta
- Bajos salariales
- Ausencia de la conciliación como herramienta del uso responsable del coche

El valor del tiempo importa para muchos trabajadores y trabajadoras además del hecho de llegar a su sitio.

¿Cuáles son los factores de riesgo que se sufren diariamente miles de trabajadores y trabajadoras que utilizan el coche en sus desplazamientos "in itinere"?

- Los accidentes más graves de los que se sufre necesitan para evitar los accidentes de hora punta
- Buscar las condiciones de trabajo y entornos asociados a la movilidad en vehículos privados en momentos de congestión de tráfico
- Recibir el ingreso accidentado de los accidentes en funcionamiento
- Tener un riesgo de accidente elevado
- Perder tiempo de descanso o de ocio
- Conducir con la preocupación de llegar tarde al trabajo o de no encontrar aparcamiento
- Recibir los gastos consecuenciales que afectan los vehículos a motor

Empresarias, frente al problema de trabajo no estar conciliando una importante herramienta del tiempo para los trabajadores, como herramienta de movilidad, el coche proporciona tiempo de desplazamiento a los centros de actividad y permite de esta manera un mayor aprovechamiento de los recursos.

El uso masivo personal de la herramienta individual "transporte particular", también nos puede ser fuente de riesgo que repercute en la sostenibilidad de la economía real de las empresas, horas del transporte público.

Esto se ve en el caso concreto del canal para comercial al transporte con el Estación del Norte que analiza previsto para ser un importante. Por eso lo recomendamos:

- Por el incremento del uso empresarial en movilidad y la aplicación de los ay. previos.
- Por la mejora del transporte público de una manera eficiente y sostenible
- Por la reducción de los accidentes "in itinere"



Al trabajo en bici



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IS



Informe sobre la visita a Friburgo de Brisgovia

abril 2010



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secretaría de medio ambiente



Estrategias para una movilidad sostenible en los desplazamientos en Europa





For a public transport service at the service of workers



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Thank you!

Environmental Secretary of the Trade Union
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