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STATEMENT OF THE ETF URBAN PUBLIC TRANSPORT COMMITTEE

Adopted by the ETF Urban Public Transport Committee on 10 May 2012

PUBLIC (TRANSPORT) SERVICES IN THE LIGHT OF ECONOMIC AND FINANCIAL CRISIS

NO TO AUSTERITY MEASURES AND DOWNZISING OF PUBLIC TRANSPORT SERVICES!

The current austerity measures with cutting public services, reducing or freezing wages in the public sector and huge job cuts represent an enormous attack on workers, trade unions and public services, are short sighted and inefficient measures. They will rather contribute to the economic downturn and recession than to stimulate recovery and growth.

It is a question of social justice – but not only. These measures ignore the role of public services for the people and for the real economy: Providing education, health or child care is for the benefit of companies in a municipality or region in need of a well-educated and healthy work force. Utilities like transport and energy are fundamental for the all people and the local economy. Cutting back those services have a counterproductive effect.

Austerity policies are part of a wider strategy to destroy the European Social Model, weaken trade unions and collective bargaining and impose neo-liberal economic theses. And they are contrary to other Community objectives:

- **Women employment:** The objective of increasing the employment rate up to 75% until 2020 with particular attention to women (and youth). The Commission's Green Paper on Restructuring (COM(2012)007) states that the most affected group by the austerity measures are women in a double sense, as employees and as public services users. As users for example of child care services they will have more difficulties to participate in the labor market when those services are cut down. As the more important user group of public transport, they will have more difficulties to reach work when public transport services are cut down.
- **Climate change:** Additional to the economic and financial crisis we have a climate crisis. The Commission's White Paper on transport policy formulates the objective of 60% greenhouse gas emissions reduction in transport by 2050 (1990 basis) or 20% by 2030 (2008 basis). Very roughly



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40% of transport emissions are coming from private car use (urban and interurban), one quarter of transport related Greenhouse Gas (GHG) emissions are generated in urban areas.

Public transport is the solution for meeting the climate change objectives. This requires accessible, affordable good quality public transport systems with high frequency of services. Investing in public transport would meet a number of objectives:

1. It contributes to the GHG reduction;
2. It improves health through less congestion, air and noise pollution in cities and thus saves money at another end;
3. It has a huge job creation potential and thus contributes to revenues for public finances and social security systems;
4. Ensures accessibility also in times of crisis: more people switch from car use to public transport because of financial problems. It would be even more difficult for those people to participate in the labour market without sufficient public transport, which is already a major problem in Central and Eastern Europe.

And last but not least one Euro invested in public transport generates 4 Euros within the general economy.

- ***The ETF UPTC demands to stop with the austerity policies and downsizing of public transport services;***
- ***The ETF Urban Public Transport Committee strongly reaffirms that Public transport services like all public services are not a cost factor, where savings have to be made – in particular in times of financial and economic crisis. They contribute to achieving many important policy goals for the whole society.***
- ***The ETF Urban Public Transport Committee therefore calls for policy measures, which improve the revenue side of the public authorities in order to ensure the general interest. Trade unions made many suggestions on fair taxation and for green taxation – when financing public transport for example. Taxes on emissions, city tolls or contributions from companies whose employees use public transport, shopping malls, property developers and real estate owners – there are alternative ways of financing, which are far more oriented towards the future than just short term cost cutting / budget saving measures.***
- ***The ETF UPTC calls on the governments to fight tax evasion and tax fraud and to decisively collect taxes from the rich and powerful;***
- ***The ETF Urban Public Transport Committee demands to quickly introduce a financial transaction tax and to make the rich and the corporate interests, in particular the banking and financial sector to pay the costs of the crisis. Workers are not responsible for the crisis and do not have to pay for it.***

We, the public transport workers, are side by side with all people that fight the austerity measures. We fight for public services and for fair fares. We support the fight for maintaining public ownership and we support our members in their fight for re-nationalisation of public transport services.



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