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European Transport Workers' Federation
Fédération Européenne des Travailleurs des Transports
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Federación Europea de los Trabajadores del Transporte

SUSTAINABLE URBAN MOBILITY - FOR QUALITY PUBLIC TRANSPORT SERVICES

1. The ETF welcomes the own initiative report of the European Parliament on sustainable urban mobility as well as statements of Transport Commissioner Violetta Bulc to give more importance to urban mobility.
2. The ETF is of the opinion that climate change is one of the biggest challenges for humanity. Considering that estimated 25% of greenhouse gas emissions are generated by transport in cities and urban areas, urgent and decisive measures have to be taken to make urban mobility sustainable. The ETF is convinced that collective public transport is the most relevant and fastest available solution, beside walking and cycling.
3. Already in its position on the 2011 Transport White Paper the ETF regretted that among the 10 goals to achieve the EU climate targets no goal for a modal shift from private car use to collective public transport in urban areas was included. We demand to include a target to double the use of collective public transport by 2025/2030. The target regarding electro mobility and other alternative propulsion systems does not tackle the problem of congestions, the use of space or safety.
4. The ETF insists that collective public transport is a service of general interests according to Protocol 26 of the Treaty and we strongly criticize that this term is not used within EU transport policy jargon. It should be an objective of the European Union to provide accessible and affordable quality public transport services to all EU citizens in accordance with Protocol 26 on Services of General Interests of the EU Treaty and Article 36 of the Charter of Fundamental Rights.
5. Realising sustainable urban mobility needs first of all a strong political commitment of all actors at all levels in order to take the necessary political decisions and to allocate the respective financial means. In our opinion the European level shall play a role of political leadership and guidance.
6. This political approach must include a global view on the costs and benefits of collective public transport, walking and cycling within a sustainable urban mobility concept, taking into account public savings through better health conditions, less accidents, reduced unemployment but as well the economic costs of congestions.



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7. The ETF insists on the positive employment effects in Europe's cities and urban areas when promoting the use of collective public transport. Public transport is a labour intense service with green jobs that cannot be delocalized. Public transport operators are often the biggest employer in cities that can offer good quality employment and often play a role in inclusion of migrant workers in the labour market.
8. The ETF regrets that many actors including the European Commission and the European Parliament only consider public authorities and cities, urban transport operators and citizens/users of transport as the relevant stakeholders in this field. Workers and their trade unions are not considered as stakeholders. We strongly criticise this attitude because workers (and so their organisations) are concerned threefold:
 - Workers are users of transport, they need mobility in order to arrive at their work / home;
 - Workers are citizens affected by negative health impacts of noise, air pollution and congestions etc.;
 - Workers working in public transport play a vital role in delivering quality public transport (the human factor). But they are also exposed to health (emissions), safety (accidents) and security (aggressions) hazards on a day to day basis.

9. Political commitment

9.1 The ETF insists to recognise mobility as an individual citizen right and to recognise mobility as a public good that has to be available to each citizen since it guarantees access to economic, social and cultural life.

9.2 Access to affordable quality public transport is a public service (service of general interest) and thus primary in the responsibility of the national state that has to guarantee comparable living conditions and inclusion to for all citizens. In consequence it is state responsibility to assure proper financing of this public service and to provide means and instruments to the regional and local level.

9.3 The ETF demands within the revision of the 2011 Transport White Paper to include a target to double collective public transport by 2025/2030;

9.4 SUMP (sustainable urban mobility plans) should be compulsory as a democratic instrument involving citizens and stakeholders; SUMP must include measurable targets to shift from private car use to collective transport, walking and cycling, to be defined at national, regional or local level.

9.5 The ETF insists that public transport workers and their representatives are considered as an important stakeholder to be involved in the development, decision making and implementation



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of urban public transport policies; they are the face of public transport companies; they have local knowledge.

10. Quality services and quality employment

10.1 The ETF is of the opinion that among the various demand pushing and pulling measures to promote the use of collective public transport, offering good quality services is essential such as regular time tables, high frequency and quality services. Good working conditions as well as motivated and well trained staff are essential for delivering good quality services;

10.2 Competition is not a guarantee for cheaper collective public transport and better services; there are high quality public transport systems in public ownership and there are examples of cities that re-municipalized their public transport for better reliable services and cost saving reasons; the way how to organize collective public transport must remain the democratic choice of the local/regional/national level. The primary aim must be to develop models, which lead to better quality, social protection and innovative transport systems. Models, which lead to social dumping and reduced labour costs through out-sourcing, sub-contracting or worsening of working conditions, must be avoided.

10.3 One of the most important instruments for ensuring and/or improving quality in public passenger transport is to impose quality and social criteria in public transport service contracts. The ETF insisted on compulsory quality and social criteria (including application of the collective agreements valid at the place where the service is delivered , training as well as workers' protection – transfer of staff - in the case of change of operator) within the possible revision of the PSO Regulation 1370/2007.

10.4 The current EU Regulation 1370/2007 on public passenger transport by road and rail allows competent authorities to impose quality and social criteria and workers' protection. The ETF demands initiatives from the European Commission in order to promote quality public transport in this sense. We ask the Commission to develop together with the ETF (the social partners) guides and good practice examples for competent authorities and national/local social partners in order to promote the inclusion of such social and quality criteria (including protection of workers in case of change of operator) by authorities in public transport service contracts.

10.5 The ETF asks the Commission to pay attention to the day to day problem of aggressions and insecurity in public transport. It is a very important element for the quality in public transport and insecurity / the feeling of insecurity prevents many potential users from using public transport. It is indispensable that authorities and companies together with users and trade unions develop preventive action plans and invest in security measures. From the urban public transport workers point of view it is one of the main occupational health and safety hazard in their profession nowadays. One of the most important preventive measures is to have more trained personnel in busses, trains and in the stations. The lack of presence of "authorized" and trained persons encourages vandalism and attacks and increases the feeling of insecurity in public transport. A policy that for cost cutting reasons reduces more and more personnel and replaces sales points by automatic systems in the stations increases the security / insecurity problem in public transport.



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10.6 The ETF demands supporting the social dialogue at all levels including the European level by supporting the establishment of a Social Dialogue Committee for the urban public transport sector. The importance of the human factor in public transport (quality public transport services) must be recognised; the introduction of new technologies requires workers' involvement, social dialogue, just transition, collective bargaining and training; the recognition of drivers' needs who are exposed to a high level of stress due to congestions, tight time tables and aggressions are relevant topics.

11. Financing

11.1 Financing is crucial for achieving sustainable urban mobility goals. Providing infrastructure that supports sustainable mobility is a public task as well as public transport is a public service and cannot finance itself. The ETF rejects the current short sighted austerity policies across Europe that contradict any future oriented policy like the promotion of collective public transport for a sustainable urban mobility.

11.2 The ETF supports instruments like charging of private cars in cities (e.g. congestion charges) and environmentally oriented tax regimes under the condition that charges and tax reforms go hand in hand with promoting good quality collective transport systems and thus providing an alternative for those citizens and workers who need mobility options. It is not acceptable that people/workers who have to move in the city just have additional costs without being offered an alternative. Financial instruments should include taxation of bodies that profit from a good collective public transport offer such like supermarkets/shops, companies for their employees, real estate agencies or property owners.

11.3 The ETF underlines that providing quality public transport services for citizens needs appropriate public funding and compensation for public service obligations and excludes the full application of the user pay principle. Public transport also has an important function of inclusion of people, which would be undermined by a "full cost approach" for collective transport.

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