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

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Brussels, 19 September 2019

**To: Permanent Representations of the Member States to the EU**

**Cc: Transport Attachés**

Dear Ambassador,

**Re: Policy debate on climate at the Transport Council**

During the upcoming meeting of the Transport Council on 20 September you will be discussing the transport aspects of the communication 'A Clean Planet for all: A European strategic long term-vision for a prosperous, modern, competitive and climate neutral economy'.

The European Transport Workers' Federation fully supports the goal of a climate neutral EU and agrees that the transport sector will play a crucial role in reaching this aim. At the same time, we would like to highlight the correlation between the climate and social aspects of transport policies.

In reference to the background paper issued by the Presidency we would like to ask you to take into account our following comments:

#### **EU policies**

Current EU transport policies are guided by a push towards liberalisation and privatisation of the sector. In addition, external costs of transport are to a large extent not internalised. Such approach is not compatible with neither social nor climate objectives. It creates a race to the bottom regarding pricing and social dumping. This in turn inflates unnecessary transport, hinders a modal shift to more climate friendly modes of transport as well as reduces incentives to switch to greener technologies and fuels.

#### **Internalising costs and law enforcement**

Setting policies aimed at promoting a fair price of transport will be essential for enabling a just climate transition. This should be done through internalising costs based on the 'polluter-pays' principle, while at the same time ensuring that the cost of this internalisation is not passed on to the workers. In turn, fair pricing should also include decent wages and coverage of other social costs.

Furthermore, fairer and innovative fiscal policies should be designed to help in the economic, social and ecological transition. Potential additional revenue from these measures should be earmarked for investments in social climate transition.

In addition, more robust enforcement of EU regulations such as the Posted Workers Directive is one of the measures leading to a level playing field in Europe regarding the transport modes.



**President** Frank Moreels

**Vice Presidents** Alexander Kirchner  
Ekaterina Yordanova

**Acting General Secretary** Livia Spera



### **Public investments**

Any public investments in new infrastructure should be restricted to projects that contribute to the climate neutral economy and bring an added value to the society at large. In this context, automation should not be treated as a default choice on a way to the climate neutral transport. Introduction of new technologies should be based on both climate and human-centred approach.

### **Modal shift**

Europe needs multimodal transport chains where use of greener transport solutions is promoted. Currently, underinvestment and insufficient coordination prevent European transport from benefiting from the modal shift potential. It is therefore necessary to plan at the European level integrated solutions based on cooperation between transport modes, and to allocate sufficient funds to finance them. In order to ensure social and spatial cohesion of the modal shift European Commission and Member States need to take ownership of this process, without leaving it to the market.

In addition, with regard to public transport in urban areas, it has to be underlined that ride hailing platforms should not be considered as its substitute. According to several studies the use of such services can in fact lead to an increase in congestion in cities<sup>1</sup>. We are therefore requesting Member States to ensure that quality public transport is affordable and accessible to all citizens.

### **Just transition**

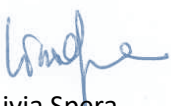
We are calling for a holistic approach towards the decarbonisation of the transport sector that also minimises social impact of taken measures. It should therefore include a Transition Roadmap for each transport sector, as well as provisions for a European Transition Fund that will support the affected workers. Measures such as reskilling, training, earlier retirement schemes should be covered by the Fund.

The EU social partners are key to make the climate transition in transport work. The European strategy for transport and accompanying policies should be created in close consultation with the EU social partners from all different transport sectors. Similarly, the EU social partners should be part of the structure managing the above-mentioned Transition Fund at the European level.

We would like to underline one more time that climate and social sustainability are two sides of the same coin. All of the above points are key in achieving climate neutral and socially fair transport, and we therefore urge you to take them into consideration this week.

We would be pleased to discuss any of these matters with you, or to provide further information on our proposals.

Yours sincerely,



Livia Spera  
ETF Acting General Secretary

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<sup>1</sup> <https://advances.sciencemag.org/content/5/5/eaau2670>



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