

Unite represents more than a quarter of a million men and women transport workers

Regional Contacts:

North West	0151 203 1907
North East Yorkshire & Humberside	0113 236 4830
West Midlands	0121 553 6051
East Midlands	01332 548400
London & Eastern	0208 800 4281
South East	0118 402 6810
South West	0117 923 0555
Scotland	0141 404 5424
Ireland	Belfast 02890 232381 Dublin +353 (0)1873 4577
Wales	02920 394 521

Transport Matters



www.unitetheunion.org

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A Unite Strategy for Transport Summary of key points and recommendations

Strategy

Government needs to have a clear, integrated and sustainable transport strategy that recognises the importance of transport to society, the economy and the environment, as well as the key role played by transport workers.

This strategy should include:

- a commitment to investment;
- accessible, affordable, integrated and accountable public transport;
- a fundamental shift away from further privatisation and deregulation;
- safe transport with decent employment standards, equality and protection for transport workers;
- a sustainable transport system that is better for the environment.

Investment

- A commitment to investment. Public investment must at least match the best international levels.
- Invest immediately in modernising our transport infrastructure system to boost the economy in the short and the long-term.



- Deliver on commitments made for the high speed rail network in a sustainable and accountable way. There is a case for bringing forward the timetable to maximise economic impact.
- Ensure an effective hub airport in an environmentally sustainable manner and address the lack of airport capacity in London and the South East. There is also a need to improve regional airport capacity.
- Fair and effective procurement. Contracts must include social impact clauses and ensure fairness for British based manufacturing and the supply chain.

Transport for All

- The social value of transport needs to be explicitly considered in policy-making and in the planning system.
- Concessionary travel policy should ensure that anybody unable to make use of their concession on existing eligible transport services should be permitted to use it on other transport services.
- Ensure that public transport fulfils its important social function by being integrated, accessible, affordable and accountable for all.

Accessible

- Properly consult with passenger groups and user organisations as well as transport unions.
- The Disabled Persons Transport Advisory Committee (DPTAC) should include, as previously, trade union representation.

Affordable

- No cuts to concessionary fares for young, old and disabled people.
- Enforce the cap on annual train fare rises on every route and restore the ban on train companies averaging out increases across a basket of fares.
- No cuts in the Bus Service Operators Grant (BSOG) which are having damaging and wide-ranging consequences for local communities, public transport services, low-income groups, the UK economy and the environment.

Integrated

- Institutions with appropriate powers at national, regional and local level to co-ordinate strategic transport planning and deliver an integrated transport system.

Accountable

- Transport decisions taken at the appropriate level and through institutions that reflect the wide range of transport interests including transport unions.
- Explore how the role of Integrated Transport Authorities and Passenger Transport Executives can be developed in co-ordinating transport across regions.
- 'Devolving' transport powers should not result in the damaging fragmentation of public networks or compromise the need for a properly accountable and integrated transport system.

Challenging privatisation and deregulation

- Shift in transport policy away from further privatisation and deregulation and towards more public ownership and accountability, including our railways and our bus services.
- Oppose the European Commission's drive towards further privatisation of transport through sector specific initiatives (such as 'Rail Package 4' and 'Ports Package 3') as well as more general measures such as the Concessions Directive.
- Ensure that transport authorities and transport workers are properly protected from threats by operators seeking to prevent the implementation of Quality Contracts.
- Break down the legal and funding obstacles surrounding implementation of Quality Contracts such as the block to 'Better Bus Area' funding for local authorities who are considering them. Beyond direct funding, further statutory powers or state intervention may be needed.
- Bring train operating companies and Network Rail back into the public ownership.
- Use government purchasing to support UK train building.
- Adequate investment in the UK's docks, ports and waterways which should not be put in the hands of those who might strip and sweat long term assets at the expense of the travelling public and British commerce.
- No further transfer of the ownership of the canal network into a charity or to the private sector.
- Local Taxi Boards made up of the licensing authority, trade unions, the police and passenger representatives (including disability groups) responsible for the monitoring of supply and demand with the remit of developing the trade in a progressive and managed way.

- An integrated policy for aviation articulated nationally, internationally, and with other modes of transport. Key features would include a vibrant and self-sustaining regional aviation policy, combined with the continued presence and development of an international hub airport based in the London area.
- No privatisation of our roads which are an integral part of our transport infrastructure.
- No lorry road user charging that unfairly increases UK registered hauliers' costs.
- Any collection of payments by operators of foreign-registered HGVs should not be given to private contractors. Any excess generated from the scheme should be put back into improving a safe and sustainable transport infrastructure.
- The Government must comply with the Eurovignette Directive in respect of road charging.

Safe transport

- EC directives and legislation on transport set to the highest standards operating within member states, without being unnecessarily complicated.
- Proper implementation of European driving hours regulations in the UK.
- Proper rest periods and rest facilities for transport workers such as drivers.
- Drivers' cabs brought under the provisions of the relevant health and safety legislation.
- Stronger regulation and proper enforcement of driving, working and duty hours including ending the abuse of Working Time Regulations by unscrupulous employers through 'periods of availability'.

- Safe loading procedures in all modes of transport. They should not be compromised in a 'race to the bottom' to cut costs.
- Ensure health and safety regulatory activity fully reflects recent upgrading of diesel engine exhaust as carcinogenic to humans.
- Action on concerns about the effect of exposure to carcinogenic compounds in aviation both on board aircraft and on the ground.
- Maintain proper level of safety in our docks and ensure dock safety regulations.
- Support and rights for union health and safety representatives including the ability for 'roving' health and safety reps to cover a number of places of work.
- Workplaces with health and safety cultures that encourage the reporting of concerns by workers without fear of victimisation.

Decent employment standards

- Remove all loopholes in the Agency Workers Regulations and ensure they are properly complied with and not circumvented through practices such as 'Swedish Derogation' and zero-hours contracts.
- In road transport, cabotage regulations need to be properly enforced and EU pressure for further deregulation needs to be resisted.
- Proper protection for transport workforce with proper protection and facilities for trade union representatives.
- Government policy should strive to stamp out blacklisting of trade unionists and blacklisting should be publicly repudiated by those awarding and competing for contracts in the transport sector. No public contracts should be awarded to those engaging in such practices.

- Government and industry funding for real training initiatives which will promote real skills, equal opportunities, and improve future transport efficiency and safety.
- National Professional Standards and trade union involvement in all training bodies.

Equality and protection from violence for transport workers

- Positive workplace policies that support women's participation including family friendly policies and better scheduling of work patterns (which would also assist male parents and carers).
- Union equality representatives play a vital role recognised by ACAS and the Women & Work Commission. In order to ensure fairness and equality at work, union equality representatives should have statutory rights to paid time off and facilities.
- Initiatives to encourage the progression of BAEM workers.
- Clear confidential procedures supported by union education and workplace awareness are vital in preventing and dealing with harassment, bullying and violence in all forms. Action on white ribbon day, 25th November 'Say No to Violence against Women', and in Black History Month, for example, have an important part to play.

A more sustainable transport system that is better for the environment

- **Regulation and procurement practice to support a sustainable transport industry by enabling longer term considerations, such as social and environmental goals, to be more considered as well as economic growth.**
- **Statutory rights for training and facility time for trade union environment representatives.**
- **Investment to support research into technology for minimising the pollution effects of transport, such as cleaner fuels and electric cars, which is important to communities and transport workers.**
- **A transport system based on greater use of public transport, cycling and walking.**
- **A global emissions trading scheme for civil aviation. The introduction of aviation ETS should lead to the abolition of Air Passenger Duty (if APD is to be maintained it should be used for environmentally friendly civil aviation projects).**
- **A planned and intermodal freight strategy for automotive delivery in in road haulage that is based on environmental and economic efficiency.**