

UPDATED

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	01753 313820
South West	0117 923 0555
Scotland	0141 404 5424
Ireland	Belfast 02890 020418 Dublin +353 (0)1873 4577
Wales	02920 394 521

Transport Matters



A Unite Strategy for Transport



unitetheunion1



www.unitetheunion.org

Updated November 2015



@unitetheunion

www.unitetheunion.org

UPDATED
NOVEMBER
2015

Foreword:

This updated Unite Strategy for Transport was launched at Unite’s National Transport Sector Conferences in November 2015.

By Unite General Secretary, Len McCluskey

Unite is the UK’s largest transport union. We represent workers in all areas of transport including buses, road haulage, logistics, civil aviation, coach, taxi, tram, rail, docks, ferries and waterways. We also represent the majority of union members in the vehicle building and automotive sectors and the aerospace sector.



Len McCluskey

Unite, and its predecessor unions, has a long and proud record of campaigning for a strong and sustainable transport strategy, and for transport workers. A central part of our economy and every community, transport and transport workers play a critical role - for people, for businesses, for services and for society as a whole.

This Transport Strategy makes the case for a clear and bold strategic role for transport to drive economic recovery, deliver a sustainable future and make for a better and fairer society.

Len McCluskey
General Secretary

Contents

INTRODUCTION: TRANSPORT NEEDS A CLEAR STRATEGY	5
TRANSPORT NEEDS INVESTMENT	6
TRANSPORT FOR ALL	9
PROMOTING PUBLIC TRANSPORT	13
SAFE TRANSPORT	18
DECENT EMPLOYMENT STANDARDS	20
EQUALITY AND PROTECTION FROM VIOLENCE FOR TRANSPORT WORKERS	22
A MORE SUSTAINABLE TRANSPORT SYSTEM THAT IS BETTER FOR THE ENVIRONMENT	24
CONCLUSION: SUMMARY OF KEY POINTS	26

Transport and devolution

The principles of this Transport Strategy underpin Unite’s commitment to transport at all levels across England, Scotland, Wales, Northern Ireland and the Irish Republic. Please see contact page at the end of this publication for further information on Unite’s strategy in the respective nations.

International and European transport priorities

There is a clear international dimension to transport and Unite is working with the International and European Transport Workers’ Trade Union Federations (ITF and ETF) in addressing many of the challenges faced by the sector as a whole. This includes contributing to the ITF Global Strategy 2014-2018 and the ETF’s work programme for 2013-17 which feature activities relevant across transport modes, such as sustainable transport, labour and trade union rights, and cross-border representation, as well as activities that are related to specific sectors (including urban public transport, road, docks, maritime, waterways, civil aviation and railways).¹



¹ <http://www.itfcongress2014.org/>



INTRODUCTION:

TRANSPORT NEEDS A CLEAR STRATEGY

Transport is vital to our lives. It is a public service and an economic driver. It is essential to work, family life, personal independence and opportunity. It helps communities to thrive - locally, regionally, nationally and internationally. Transport also has a critical role to play in meeting the challenges of climate change and reducing pollution.

Transport policy is currently dominated by the impact of global economic pressure and public sector cuts. It is also subject to the legacy of privatisation and deregulation, and by a 'race to the bottom' in the use of contracting, sub-contracting and outsourcing, as well as agency working, zero hours contracts and bogus self-employment.

Transport workers are subject to profit-led cost cutting, undercutting and insecurity which are eroding safety, training and standards, and putting downward pressure on pay, pensions and decent working practices.

Transport users are experiencing overcrowding² and reporting poor satisfaction levels³. Traffic congestion has direct and indirect costs to the economy with one study finding that between 2013 and 2030, the total cumulative cost of congestion to the UK economy is estimated to be over £300 billion, with the annual cost of congestion set to rise by 63 percent to £21.4 billion over the same period.⁴

UK transport needs government to have a clear long-term strategy. This was recognised in separate reports by parliamentary select committees in early 2015. The House of Commons Transport Committee called for an "integrated transport strategy, which takes a route-based approach to road and rail investment, and prioritises connectivity to ports and airports."⁵ The Public Accounts Committee called for Department for Transport to "set out a long term strategy covering the next 30 years for transport infrastructure in the UK, and use this strategy to inform decisions about investment priorities".⁶

A transport policy based on market forces cannot meet the national interest.

What is needed is 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.

Unite is calling for a transport strategy that includes:

- 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.

² <http://www.theguardian.com/uk-news/2014/sep/21/tube-overcrowding-london-train-lines> and <http://www.bettertransport.org.uk/campaigners-respond-government-figures-rail-overcrowding>

³ <http://www.bbc.co.uk/news/uk-33273393>

⁴ <http://inrix.com/press/traffic-congestion-to-cost-the-uk-economy-more-than-300-billion-over-the-next-16-years/>

⁵ *Investing in the Railway* (2015): <http://www.publications.parliament.uk/pa/cm201415/cmselect/cmtran/257/257.pdf>

⁶ *Lessons from Major Rail Infrastructure programmes* (2015): <http://www.publications.parliament.uk/pa/cm201415/cmselect/cmpublic/709/709.pdf>

TRANSPORT NEEDS INVESTMENT

Transport is critical to the economy. The transportation and storage sector contributes £134bn towards the UK's turnover (4% of the UK total). Gross value added (GVA) for the sector is £91bn (7% of the UK total) and the sector employs 1.45 million people, accounting for 5% of total UK employment.⁷

However, the transport sector should not just be valued on its considerable direct contribution to output and employment. It supports national and local economies in many other ways. Effective transport systems provide access to goods, services and jobs.

Transport is essential to helping city regions to thrive, securing private sector growth across the country and improving exports to international markets.⁸ Transport is also essential to the development of rural economies.

The influential Eddington Transport Study was clear about the long-term links between transport and the UK's economic productivity, growth and stability.⁹ It found that transport schemes can deliver overall benefits averaging £4 per £1 of government expenditure and cited a potential cost of £22 billion a year in increased congestion by 2025 if the transport network does not keep up with demand.

Transport is in desperate need of investment. UK public spending on transport as a percentage of GDP was 1.1% in 2014-15, down from 1.5% in 2009-10¹⁰, and is low by historic and international standards.

Figures from the OECD's International Transport Forum find that UK investment in inland transport infrastructure as a percentage of GDP was 0.6% in 2013. This compares to 1.1% in France and Japan, 0.9% in Denmark, 0.7% in Spain and 1.6% and 1.6% in Australia.¹¹

There is a lack of investment in the UK's infrastructure, including transport, and government has a key role to play. Some have argued that government should set a higher minimum ratio - perhaps 2 per cent of GDP by 2020/21 - for infrastructure investment in key areas like transport and energy.¹²

Public investment in transport must at least match the best international levels.

Investment in infrastructure

The LSE Growth Commission found that the provision of roads, railways and airports in the UK is characterised by underinvestment and inadequate maintenance.¹³ The Commission highlighted that UK road congestion is amongst the worst in Europe, the aviation sector suffers from constrained airport capacity, particularly in the South East, and our railways have a poor reliability record by international standards.

The Prime Minister has acknowledged the importance of transport infrastructure for growth saying: *"without world-class transport we will not get growth; people won't invest in here; and regions in decline will be left further behind."*¹⁴

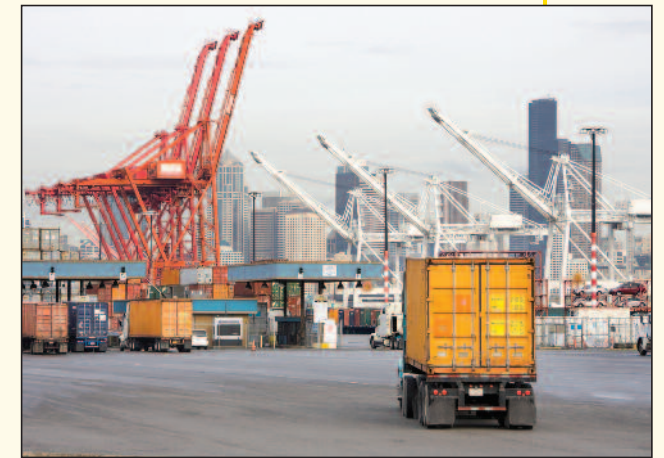
The Government's 'productivity plan' published in July 2015 acknowledges that *"the UK has not invested well enough in the transport infrastructure"* and states that the Government is set to publish a new long-term National Infrastructure Plan for the key economic infrastructure sectors including transport.¹⁵ However, this is hard to square with the Government's freezing of rail upgrades¹⁶ and stalling a decision on a third runway at Heathrow despite the Airports Commission recommending this option.¹⁷

Transport provides a 'multiplier-effect' to other sectors of the UK economy. The British Chambers of Commerce (BCC) has estimated a transport infrastructure 'multiplier-effect' worth around three times the cost of a powerful package of road, rail and airport improvements, which will deliver economic benefits worth a projected £86.3bn for an outlay of £30.1bn.¹⁸

Unite is also concerned about further cuts to departmental spending. In advance of the 2015 Spending Review the Department for Transport, along with other non-protected departments, is facing cuts of 25%-40%. Notwithstanding infrastructure investment, there are real concerns that "everyday transport" - such as local roads, bus services, cycling and walking - will be particularly at risk.¹⁹

Investing in infrastructure projects now, such as modernising the UK's transport system, would boost growth in the short term and increase potential economic output over the longer term. Research shows that this would have a small impact on long-term debt and with even a modest impact on productivity, would effectively pay for itself.²⁰

The Government should invest immediately in modernising our transport infrastructure system to boost productivity and build a sustainable economy.



⁷ *Transportation and Storage: Sector Skills Assessment 2012 Briefing Paper*, UKCES (2012): www.ukces.org.uk/assets/ukces/docs/publications/briefing-paper-ssa12-transportation-storage.pdf
⁸ See *The UK's Growth Landscape*, CBI (2012) http://www.cbi.org.uk/media/1805639/cbi_the_uk_s_growth_landscape_oct_2012.pdf and *Poor transport connections hold exporters back*, says BCC <http://www.britishchambers.org.uk/press-office/press-releases/poor-transport-connections-hold-exporters-back,-says-bcc.html>
⁹ *The Eddington Transport Study* (2006)
¹⁰ Table 4.4, *Public Expenditure Statistical Analysis 2015* (HMT 2015) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/446716/50600_PESA_2015_PRINT.pdf
¹¹ http://stats.oecd.org/Index.aspx?themetreeid=24&datasetcode=ITF_INV-MTN_DATA#
¹² *Setting the Fiscal Rules*, IPPR (IPPR, 2015): http://www.ippr.org/files/publications/pdf/setting-fiscal-rules_Dec2014.pdf?noredirect=1

¹³ *Investing for Prosperity*, LSE Growth Commission (2013) <http://www2.lse.ac.uk/researchAndExpertise/units/growthCommission/documents/pdf/LSEGC-Report.pdf>
¹⁴ Prime Minister's speech on national infrastructure, Institute of Civil Engineering, 19th March 2012 - <http://www.number10.gov.uk/news/pm-speech-on-infrastructure/>
¹⁵ *Fixing the Foundations: creating a more prosperous nation* (HM Treasury, 2015): https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/443898/Productivity_Plan_web.pdf
¹⁶ <http://www.theguardian.com/uk-news/2015/jun/25/network-rail-chief-to-step-down-as-385bn-upgrades-are-delayed>
¹⁷ <http://www.bbc.co.uk/news/uk-politics-33341548>
¹⁸ http://www.britishchambers.org.uk/assets/downloads/policy_reports_2010/business_transport_priorities.pdf
¹⁹ <http://www.bettertransport.org.uk/everyday-transport-risk-government-spending-review-say-transport-groups>
²⁰ *Macroeconomic impacts of infrastructure spending*, National Institute of Economic and Social Research (2013) - http://www.tuc.org.uk/tucfiles/592/Infrastructure_spending.pdf

The Government must deliver in a sustainable and accessible way on commitments made for the high speed rail network. Despite concerns about some of the detail of the proposals, Unite supports the principle of HS2 and its extension which should be used to boost jobs and skills. **The Government must also deliver on the Crossrail project, which will be essential to the development of London's prosperity and competitiveness.**

Government must also ensure an effective hub airport in an environmentally sustainable manner and address the lack of airport capacity in London and the South East by acting swiftly on the Airports Commission recommendation for a new runway at Heathrow. This is not just an issue for London and the South East but for the whole UK economy. There is also a need to improve connectivity and regional airport capacity to meet projected passenger growth.



Roy Peters, Roy Peters Photography

Fair and effective procurement

Proper investment in transport must also include fair and effective procurement. Scandals such as that which saw job losses at train manufacturer Bombardier resulting from the Government's decision to award the £3bn Thameslink carriages contract to Siemens must never happen again.

The handling of the Thameslink contract including the calculations of costs and benefits and bundling of train leasing with building and maintenance effectively put Bombardier at an unfair and unjustifiable disadvantage.²¹

Government procurement strategy must be transparent and supportive of UK industry. Contracts, such as that for Crossrail, must include social impact clauses and ensure fairness for British based manufacturing and the supply chain.



²¹ *Knowing What to Do? How not to build trains*, CRESC Research Report (2011) <http://www.cresc.ac.uk/news/news-from-cresc/how-not-to-build-trains>

TRANSPORT FOR ALL – Accessible, affordable, integrated and accountable

Investment in transport isn't just about infrastructure. Public transport plays a vital role in reducing inequality and providing mobility for many people, particularly those on low incomes, enabling them to better participate in society. A House of Commons Select Committee report has found that problems with transport provision and the location of services can reinforce social exclusion and that accessibility is worsening, driven by tight budgets in central and local government.²² It recommends that **the social value of transport needs to be explicitly considered in policy-making and in the planning system.**

The Equality Trust has also highlighted how our transport system can be a driver of inequality and finds that the richest 10% of households receive almost double the transport subsidy of the poorest 10%.²³ It recommends that the Department for Transport, and all other government departments, should review the net effect of their existing policies as a whole on inequality.

Unite also recognises the importance of Community Transport Services and the role they play in delivering a more accessible and inclusive transport system. Concessionary travel is an important part of ensuring equality of access to transport and **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.** This fair level of service for excluded individuals must not adversely affect the level and quality of service enjoyed by existing passengers.²⁴

Government needs to ensure that public transport fulfils its important social function by being accessible, affordable, integrated and accountable.

Accessible

Public transport has an important part to play across a range of key areas, such as health, social care and employment; for example, connecting people to sport and leisure facilities, ensuring people without access to a car are able to reach health facilities, enabling older and disabled people to retain their independence, and widening employment opportunities for unemployed people.²⁵ It also matters to young people where changes in government funding of transport can have a dramatic impact.²⁶ Rural transport and subsidised travel to remote areas and islands also need to be protected.

Women are more dependent than men on public transport. Only 30% of women have access to a car in the day time.²⁷ Passengers carrying children in pushchairs or shopping (most usually women) need adequate storage space.



²² *Transport and accessibility to public services*, House of Commons Environmental Audit Committee (2013) - <http://www.publications.parliament.uk/pa/cm201314/cmselect/cmenvaud/201/201.pdf>

²³ *Taken for a Ride*, Equality Trust (2015) - <https://www.equalitytrust.org.uk/taken-ride-how-uk-public-transport-subsidies-entrench-inequality>

²⁴ <http://www.ctauk.org/policies-legislation/concessionary-travel.aspx>

²⁵ See, for example, *Total Transport: working across sectors to achieve better outcomes* (pteg, 2011) - <http://www.pteg.net/NR/rdonlyres/E963D5DA-346A-4CBA-B7DB-569488F07AF7/0/20110627ptegTotalTransportforWebFINAL.pdf>

²⁶ *No Entry! Transport Barriers facing Young People* (Intergenerational Foundation (2013) - http://www.bettertransport.org.uk/sites/default/files/research-files/No_Entry_final_report_definitive_0.pdf

²⁷ *Valuing the Social Impacts of Public Transport*, DfT (2013) - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/226802/final-report.pdf

Vehicles must be designed to prioritise safety, accessibility and protection of the environment. But accessibility is not only about vehicle design. It is about bus drivers having the time to pull up close to the kerb at bus stops, and to wait until passengers sit down before they move off. But when buses are scheduled for maximum profits these needs are ignored.

People not only want to feel safe, they want to feel secure. The removal of guards from rail and underground services and stations has left passengers feeling more anxious about personal security. Fears over staffing cuts suggested in the McNulty Review into Rail²⁸ and through 'savings' the Government wants rail companies to make only serve to increase that anxiety.²⁹

We need to plan and run public transport in a way which makes it positively accessible to everyone. **This can only happen if transport policy makers properly consult with passenger groups and user organisations as well as transport unions. Research needs to be commissioned into the adequacy of safe accessible public transport for disabled people and their experience of using these services.**

Wheelchair users should be given an automatic legal right to a designated space on public transport.

Unite welcomed the previous Government's decision not to proceed with the abolition of the Disabled Persons Transport Advisory Committee (DPTAC) and to retain it as the Department for Transport's expert advisory panel on accessibility issues relating to disabled people. **DPTAC should now include, a previously, trade union representation on the committee.**

Affordable

Unite opposes cuts to concessionary fares for young, older and disabled people.

Rail fares have risen nearly three times faster than wages since 2010.³⁰ The Conservative/Lib Dem Coalition Government's Rail Fares and Ticketing Review failed to properly deal with high rail fare increases. The Government has announced plans to cap rises in regulated fares at the Retail Price Index (RPI) measure of inflation for this parliament. But the Department for Transport's own figures reveal the cost of the cap to taxpayers will be £700m³¹

Unite welcomed the Labour Party's 2015 Manifesto commitment to introduce **a strict fare rise cap on every route for any future fare rises, and for a new legal right for passengers to access the cheapest ticket for their journey.**

Government needs to restore the ban on train companies averaging out increases across a basket of fares.



The Government is also enabling train operating companies to increase many fares further through new longer franchises. For example, the new West Coast Inter-City franchise allowed the train operator to increase fares by up to 8% above inflation for 2013 and 2014 and then 6% above inflation increases every year for the rest of the fifteen year franchise.

Research commissioned by Action for Rail shows that public ownership could save £1.5bn over the five years to 2020, with savings passed on to passengers and taxpayers – season tickets alone could be 10 per cent cheaper by 2017.³² A third of the savings (£520m) would come from recouping the money private train companies pay in dividends to their shareholders.

Bus fares in the metropolitan areas have followed an upward trend in real terms since deregulation in 1986.

The DfT bus fares index shows that since 2005, this trend has accelerated with bus fares in metropolitan areas increasing at more than twice the rate of inflation. Quality Contracts (which are discussed in more detail in the section on 'Challenging privatisation and deregulation') can help to address these problems by giving local authorities the power to set affordable prices.

Cuts have been made to the Bus Service Operators Grant (BSOG). BSOG helps to lower the cost of providing services, resulting in lower fares, a more comprehensive network of services, less congestion on our roads and a better and healthier living environment in our communities. BSOG generates at least £2.80 of benefits for every £1 of public money spent. Around half the benefits accrue to other road users and society at large through decongestion, reduced accidents, less pollution and improved productivity.³³

There must be no further cuts in BSOG which are having damaging and wide-ranging consequences for local communities, public transport services, low-income groups, the UK economy and the environment.³⁴

The UK charges passengers more in aviation tax than any other nation, to the extent that it can add several hundred pounds to the cost of a flight. This level of taxation is in addition to the requirement to pay for carbon credits under the European Emission Trading Scheme (ETS). This tax burden excludes some families from air travel and the opportunity to visit friends and relatives in other nations. It is now cheaper to travel by car and ferry to rival European hubs to catch a flight to destinations in India, Africa, the Caribbean and further afield than it is to pay this tax.

Integrated

A really effective and efficient transport system needs to be properly integrated. The idea of an "integrated transport policy" is not just jargon. All transport systems are interdependent. Bus networks need to interlink with rail networks or park and ride systems. Public transport requires transferrable ticketing and access to properly regulated taxis. Ports and airports need good road and rail links. Road, rail and water must work together to get people and goods to their destinations, cheaply, safely, efficiently and sustainably. Developments in port-centric logistics and airport location, for example, have an impact throughout the transport system.

Long term planning is essential. Strategic investment decisions and planning should be concerned not only with the speed and efficiency of the transport system, but whether it serves the actual needs of transport users. They should be concerned with the wider effects of transport on the local and national economy and with its effect on the environment.



²⁸ <https://www.gov.uk/government/publications/realising-the-potential-of-gb-rail>
²⁹ <http://www.independent.co.uk/news/uk/crime/rail-staffing-cuts-blamed-for-shocking-increase-in-passengers-being-attacked-on-britains-trains-10416174.html>
³⁰ <http://actionforrail.org/campaigners-protest-as-fares-rise-nearly-three-times-faster-than-wages/>
³¹ <http://www.parliament.uk/business/publications/written-questions-answers-statements/written-question/Commons/2015-05-27/96/>

³² https://www.tuc.org.uk/sites/default/files/TUC%20summary%20TfQL%20analysis%20March%202015_0.pdf
³³ <http://www.pteg.net/NR/rdonlyres/5F26BBD3-C4A4-4052-A453-D5BFE5E0F0B8/0/ptegCaseforbusreportFINAL.pdf>
³⁴ <http://www.bettertransport.org.uk/campaigns/save-our-buses>

Integrated transport needs proper planning. **Institutions with appropriate powers need to be established at national, regional and local level to co-ordinate strategic transport planning and deliver an integrated transport system.**

Accountable

Privatisation and deregulation have made transport services less accountable to the public. Private companies are accountable to their shareholders and privatisation places decision making in the hands of business and out of the control of public bodies and democratic institutions.

Transport decisions need to be taken at the appropriate level and through institutions that reflect the wide range of transport interests including passengers, community groups, unions, transport operators, local authorities, and environmental groups. Transport also requires a strong national transport authority capable of co-ordinating national strategic transport planning.

Unite recognises the role that Integrated Transport Authorities and Passenger Transport Executives can play in co-ordinating transport across regions and is keen to explore how these can best be developed.

Unite notes the Government's proposals concerning the regional devolution of transport powers announced in the Queen's speech 2015, including the Cities and Local Government Devolution Bill and the Buses Bill, which may provide for more effective oversight and control.

However, in the context of large scale public spending cuts, we are concerned that devolution could be seen as a means of transferring the responsibility for cuts to public services and public spending away from central government. For devolution to work, appropriate resources need to be put in place.

In addition, '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.

PROMOTING PUBLIC TRANSPORT – Challenging privatisation and deregulation

An accessible, affordable, integrated and accountable transport system requires better regulation.

Privatisation and deregulation have damaged key parts of our transport sector. There needs to be a fundamental shift in transport policy away from further privatisation and deregulation and towards more public ownership and accountability, including our railways and our bus services.

In addition to the UK Government's privatisation agenda, Unite opposes 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.

Reregulation of buses

The privatisation and deregulation of bus services has led to falling passenger numbers, poorer quality services, 'bus wars' and high prices, and a lack of 'all operator' tickets in many areas.

Deregulation of the bus industry outside of London has not served communities well and whilst the regulated model in London has worked better, it is also flawed.³⁵

Public ownership of our buses would create a more integrated network of properly regulated bus services which would be run for the benefit of passengers rather than to provide excess profits for operating companies. It would lead to greater accountability, improved reliability and better value for money.

Whilst striving towards the ultimate goal of public ownership, the use of 'Quality Contracts', made possible by the Local Transport Act 2008 introduced by the last Labour Government, is a real opportunity to repair some of the damage done by deregulation and give more control to communities.

A Quality Contract involves replacing existing deregulated bus markets with a franchising system where the local transport authority specifies what the bus network will provide and the private sector operators tender to provide it. It gives local authorities the power to determine service delivery, set affordable prices and stipulate decent terms and conditions for bus workers.

As of yet no Quality Contracts have been established because operators do not want to surrender control over their profit margins. In addition, many local authorities are using Quality Contracts as a threat to make operators agree to inferior 'Quality Partnerships'. At the time of writing we wait with interest to see the outcome in Tyne and Wear of the Quality Contracts Board decision on whether to proceed with a Quality Contract.

Government should breakdown the obstacles surrounding implementation of Quality Contracts.

Unite notes the Government's proposals concerning the regional devolution of transport powers including the Cities and Local Government Devolution Bill and the Buses Bill. The Buses Bill would provide the option for combined authority areas with directly elected Mayors to be responsible for the running of their local bus services.

³⁵ <http://unitelive.org/londons-bus-workers-see-red/>

However, as mentioned earlier, in the context of large scale public spending cuts, **we are concerned that devolution could be seen as a means of transferring the responsibility for cuts to public services and public spending away from central government. For devolution to work, appropriate resources need to be put in place.**

Establishing independent evaluation of the impact on central funding of local government across the country with **the Office for Budget Responsibility should be required to produce 'state of the regional economy' reports**, stating levels of employment, deprivation and social hardship, thereby making it clear what baseline City Regions will be working from. City Regions should be judged on how they improve the situation that they inherit, rather than simply taking the blame for central government cuts.

Whilst managing change and transition between sectors, **full implementation of information and consultation and TUPE must be adhered to** at all times if bus workers and the travelling public are going to have faith in this system.

Public ownership of rail

The Government's plans for rail amount to another attempt to dismantle a key service in the pursuit of private profit at the expense of passengers and staff. This is the same ideology that led to the disastrous privatisation of the railways and seems designed to appease the interests of privatised train operating companies.

Rail franchising has proved to be fundamentally flawed and unsustainable with train operating companies (TOCs) gaining billions from taxpayers' subsidy.³⁶ The West Coast debacle³⁷ has shown the flaws inherent in rail franchising and has wasted millions of pounds of taxpayers' money.



A report by experts from the University of Manchester finds that rail privatisation has amounted to a 'great train robbery' and that the privatised rail system relies upon billions of pounds of hidden subsidies and has failed to bring in private investment.³⁸ It says that direct public expenditure on rail has more than doubled since privatisation and is currently running at £4 billion a year, despite fair rises which are now higher than in other major European countries.

The Government's pursuit of its privatisation agenda includes the privatisation of the East Coast Mainline. This is despite the fact it was working well in public ownership and since 2009 returned over £1billion to the taxpayer.³⁹

Its ideological opposition to public ownership is limited to the UK, for whilst the government-owned company running the franchise was excluded from bidding, foreign state-backed railways were not. It is indeed "bizarre that Tory Ministers have no problem with a government-run railway service as long as it isn't British."⁴⁰

Unite welcomes the announcement by shadow transport secretary, Lilian Greenwood, that "it is time for our railways to be run under public ownership, in the public interest, with affordable fares for all".⁴¹

Further fragmentation will reduce efficiency leading to poorer services and higher fares. It will also have an adverse impact on the ability of the railways to contribute to economic growth and the reduction of carbon emissions. Unite opposes attempts to further fragment and privatise the rail system.

³⁶ <http://www.tuc.org.uk/industrial/tuc-21519-f0.cfm>
³⁷ <http://www.guardian.co.uk/uk/2013/feb/26/mps-west-coast-mainline-department-transport>
³⁸ *The Great Train Robbery: Rail Privatisation and After*, Centre for Research on Socio-Cultural Change (2013) - <http://www.cresc.ac.uk/sites/default/files/GTR%20Report%20final%205%20June%202013.pdf>
³⁹ <http://actionforrail.org/the-attack-on-our-railways/keep-east-coast-public/>
⁴⁰ <http://press.labour.org.uk/post/62143017426/maria-eagle-mps-speech-to-labour-party-annual>
⁴¹ <http://press.labour.org.uk/post/130124189799/speech-by-lilian-greenwood-to-labour-party-annual>

Public ownership of the railways would introduce efficiency from a more integrated and simplified system for passengers, increasing accountability and transparency.

A report by Transport for Quality of Life finds that £1.5billion could be saved over the next five years (2015 – 2020) if routes, including the Northern, Transpennine and West Coast Main Line, were operated by the public sector. The Treasury would also be able to pass on massive savings to commuters in the form of far cheaper tickets.⁴²

Unite welcomed Network Rail being taken back under public ownership and is concerned at reports that the review being conducted by Nicola Shaw could lead to its re-privatisation.⁴³ **Unite opposes any proposal to break up Network Rail or attempts to privatise it.**

The Government should:

- **bring train operating companies back into the public sector** (which can be done at no cost as franchises expire or fail);
- **keep Network Rail in public ownership;**
- **shift from the expensive and wasteful rolling stock leasing system to buying trains outright and using government purchasing to support UK train manufacturing.**⁴⁴

Unite and the European Transport Workers Federation have also been active in highlighting the damaging consequences of the 'Rail Package 4' legislative proposals from the European Commission which will obstruct public ownership by requiring governments to put out to tender all passenger services.

Investment and regulation in ports and waterways

The UK's docks, ports and waterways are important parts of its transport system. Unite opposes the EU's 'Ports Package 3' proposals which aim to further drive liberalisation and would lead to a 'race to the bottom'. **These vital links to Europe require adequate investment and 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.**

The move to ever larger ship sizes by shipping lines is focussing demand for more tugs whilst reducing the number of times they have work in any period. Together with increased competition from new tug operators, margins are being squeezed to the detriment of crew. Smaller ports are also losing traffic to the larger ports that are able to cope with the deep draft clearance of these ships leaving them dependant on short sea services.

The plight of smaller container ports is made worse by the numerous additional large port projects that are opening which has created significant over capacity and competition between ports for the shipping lines. At the present time, Unite therefore opposes any new deep sea port developments.

The canal network provides the opportunity to develop an environmentally friendly method of moving goods in certain regions. In addition, the network provides social and leisure benefits to many communities. However, the move of British Waterways in England to the charity sector has seen a weakening of attention paid to freight. **There should be no further transfer of the ownership of the canal network into a charity or to the private sector.**

⁴² https://www.tuc.org.uk/sites/default/files/TUC%20summary%20TfQL%20analysis%20March%202015_0.pdf
⁴³ <http://www.theguardian.com/business/2015/sep/20/network-rail-privatisation-under-consideration-amid-budget-crisis>
⁴⁴ <http://actionforrail.org/our-alternative/>

Better regulation of taxis

The previous Coalition Government asked the Law Commission to look at the possibilities for deregulating the taxi industry. This is despite the Transport Select Committee recommending that instead of referring reform to the Law Commission the Government should engage with the trade, local authorities and users about the objectives of future legislation on taxis and private hire vehicles.⁴⁵

Unite opposes further deregulation of the taxi industry and believes Local Taxi Boards made up of the licensing authority, trade unions, the police and passenger representatives (including disability and women's safety groups) should be responsible for the monitoring of supply and demand with the remit of developing the trade in a progressive and managed way.

Regulating private hire apps

Some private hire apps allow users to request a vehicle directly to their location at the press of a button with the fare being calculated and debited from a bank account automatically via a smartphone.

Unite believes that showing the position of vehicles on the app before the booking is made is a virtual hailing, effectively allowing plying for hire by private hire vehicles. This encourages private hire vehicles to park and wait for a booking, often illegally and to the frustration of residents and other road users.

Unite believes that it is wrong to allow private hire booking apps to display the location and estimated time of arrival (ETA) of vehicles on the user's phone before the booking is made. This is 'virtual' plying for hire without the vital safeguards to passengers that are in place for taxis with the local knowledge. Private hire booking apps should not be able to undermine progressive planning and safety in this industry through showing before any booking is made the position of available vehicles and the estimated time of arrival.

Cap on Private Hire Drivers and Vehicles in London

Unite believes a cap on private hire drivers and vehicles in London is overdue. The situation has led to greater congestion on London's roads, more air pollution and increased the problem of illegally parked vehicles. It has also damaged the livelihoods of the Hackney Carriage trade and made the streets of London more unsafe due to enforcement being over stretched.

Regulation of airports

In aviation, the Competition Commission forced through the break-up of BAA under the premise of introducing competition between airports. But a dependence on competition alone has not worked and the CAA has threatened the airports with caps on the amount they can charge airlines for landing fees increasing control over their activities.

In addition, the provision of aviation capacity through private airport operators has failed to deliver a coherent and cohesive strategy for aviation in the UK, thus inhibiting the fullest development of a key area of transport infrastructure and therefore curbing the potential benefits for the UK economy.



Unite supports the adoption and implementation of an integrated policy for aviation which would be 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 at Heathrow (as recommended by the Airports Commission). Such a policy would potentially combine a mix of public and private investment with a strong regulatory framework which would compensate for the lack of long term strategic decision making resulting from the 'free market' approach currently adopted.

A public road transport network that is safe and sustainable

The Government is moving towards privatising our road network including commercialisation of the Highways Agency which has now been rebadged as Highways England as a so called "go-co" government owned, contractor operated company. **Unite opposes the privatisation of our roads which are an integral part of our transport infrastructure.**⁴⁶ It makes no economic or environmental sense⁴⁶ and puts a key part of our infrastructure in the hands of companies seeking profits. Road pricing cannot operate in isolation from an integrated transport policy, including an understanding of the role of the road transport industry as part of a wider integrated transport policy including cycling and walking. Additionally, road pricing that charges drivers for using city centre roads would mean that those who can afford it are allowed to pollute.

The HGV levy in its first year of operation has raised a total £192.5 million in revenue, with £46.5 million from foreign-registered vehicles and £146 million from UK-registered vehicles. Revenue raised by the HGV levy is paid into the Consolidated Fund. It is not specifically ring fenced for transport infrastructure. Unite believes the **Government should ring fence HGV levy revenue in order to create a safe and sustainable transport infrastructure which improves, repairs and expands our roads.**

Any collection of payments by operators of non-uk registered HGVs should not be given to private contractors. There are maximum limits for road charging set through Europe so any increases would have to be linked directly to them. The **Charging levels must comply with the Eurovignette Directive** (Directive 1999/62/EC as amended by 2006/38/EC and 2011/76/EU) which sets out a framework of rules for tolls and charges, including maximum daily rates for the latter. **Unite is keen to ensure that the Government abides by this directive.**



⁴⁵ <http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/1507/1507.pdf>

⁴⁶ <http://www.taxresearch.org.uk/Blog/2012/03/19/the-madness-of-road-privatisation/>

SAFE TRANSPORT

Health and safety is a key concern across transport. Effective health and safety must not be a casualty of the economic crisis through the Government's pursuit of cuts and deregulation. Unite strongly condemns the Government's deregulatory agenda and the erosion of workers' rights and health and safety protection, including the scrapping of some health and safety regulations and HSE approved codes of practice (ACOPs), and the dilution of other ACOPs and HSE guidance. Unite does not accept the Government's downgrading of the transport sector as "lower risk".⁴⁷

Investment in transport must also mean that it is equipped to meet the highest safety standards. **EC directives and legislation on transport should be set to the highest standards operating within member states, without being unnecessarily complicated. Tri-partite transport sector developments at the ILO International Labour Organisation agreed by governments, unions and employers are also important.**

The safety of transport users is closely linked to the safety of transport workers. For example, Unite is calling for **proper implementation of the European driving hours regulations in the UK where bus drivers in the UK** are driving for longer periods and over greater distances than their European counterparts.⁴⁸ This is not only a matter of concern for bus drivers but for public safety on our roads.

The safety and health of transport workers is being adversely affected by the lack of adequate toilet and washing facilities, which has been made worse by the closure of many public facilities. **Professional drivers must have access to high quality, clean, safe and secure washing facilities throughout the road network.**

Long working hours and inappropriate rest facilities are an issue in other areas too. For the country's HGV drivers, loopholes in the Working Time Directive (in respect of periods of availability, for example) are promoting a 'long hours' culture. Excessive working time is also a reflection of inadequate pay and a reduction in working hours should not compromise decent pay. Unite is campaigning for better enforcement of drivers' working hours rules and has also put forward a 'model' truck stop facility.⁴⁹ In civil aviation, we have highlighted the dangers to staff and passengers of inadequate rest periods. **Safe transport requires proper rest periods and rest facilities for transport workers such as drivers.**

Another issue is drivers' cabs which, despite being their working environment, are still not deemed to be their workplace. **Drivers' cabs should be brought under the provisions of the relevant health and safety legislation.** The use of technology-driven Labour Management Systems in warehousing, logistics and to excessively monitor transport workers is leading to increasing levels of work intensification, stress and mental health issues.

There needs to be protection against fatigue for transport workers, particularly in road transport and civil aviation, through 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'. The impact of related stress and mental health issues in the transport sector needs action.

Safe loading procedures in all modes of transport are also essential for passenger and transport worker safety. They should not be compromised in a 'race to the bottom' to cut costs.

Unite has also drawn attention to the mounting concern about exposure of diesel exhaust emissions as a workplace health and safety and public health issue. **The Government should act upon the upgrading by the International Agency for Research into Cancer of diesel engine exhaust to a Group 1 carcinogen - carcinogenic to humans – and ensure that health and safety regulatory activity fully and actively reflects this finding.**

Unite and others have also raised concerns about the effect of exposure to carcinogenic compounds in aviation both on board aircraft and on the ground.⁵⁰ **Government should act on these concerns.** Unite is also campaigning on air quality on aircraft and in airports, including the effects of ultrafine particles, and the weight, movement and stowage of passenger luggage.

Concerns about a race to the bottom in terms of employment conditions and health and safety were vividly drawn to the public's attention by Unite's downstream oil distribution driver members in 2012. Unite's action has led to the introduction of a 'Petroleum Drivers' Passport (PDP)' (see further details in section on 'Decent employment standards' below). By contrast, Unite has still to gain recognition at the deep-sea container port in the Thames estuary, the London Gateway, despite the fact union recognition reinforces health and safety issues.

Docks remain one of the most dangerous industries to work in. Unite is leading in highlighting the serious consequences of the Coalition Government's downgrading of the safety level of docks and the scrapping of the Docks Regulations.

Unionised workplaces with active health and safety representatives are safer workplaces⁵¹ and the importance of safety to the success of transport should be reflected in the **support and rights available to union health and safety representatives including the ability for 'roving' health and safety reps to cover a number of places of work. Workplaces need health and safety cultures which encourage the reporting of concerns by workers without fear of victimisation or financial loss.**



⁴⁷ See page 9 of *Good Health and Safety, Good for Everyone*, DWP (2011) - <http://webarchive.nationalarchives.gov.uk/+/http://www.dwp.gov.uk/docs/good-health-and-safety.pdf>

⁴⁸ <http://www.unitetheunion.org/uploaded/documents/BusSaferWay11-3896.pdf>

⁴⁹ The *Unite Professional Drivers' Handbook* contains details about key European and domestic health and safety rules and issues including drivers' hours and tachograph matters

⁵⁰ <http://www.unitetheunion.org/news/unite-chief-in-public-inquiry-call-to-allay-health-fears-over-cabin-air-safety/>

⁵¹ The Union Advantage, TUC (2014) - https://www.tuc.org.uk/sites/default/files/TUC_UnionADV2.pdf

DECENT EMPLOYMENT STANDARDS

The value of unions and union representatives is widely recognised in ensuring decent and fair standards in a range of areas in addition to health and safety. Transport workers' experience of the deregulation and liberalisation of the sector is an undermining of standards, a 'race to the bottom' and attacks on trade union organisation. Trade unions act as an important safeguard against free markets and unscrupulous employers.

Unions need to be involved in issues that affect work organisation such as the development of large transport hubs and the introduction of new technology to ensure that safety, service and well-being are not compromised by pressure to cut costs and a 'race to the bottom'.

The transport sector is also subject to a rise in precarious employment through practices such as zero hours contracts and outsourcing. Migrant workers and agency workers are subject to unfair treatment. For example, some employers in areas such as road haulage are, in conjunction with agency business, avoiding giving equal treatment on pay to agency workers through the use of so-called 'Swedish Derogation' contracts.

Government should remove all loopholes in the Agency Workers Regulations and ensure they are properly complied with and not circumvented through practices such as 'Swedish Derogation' contracts and zero-hours contracts.

In road transport, cabotage regulations need to be properly enforced and EU pressure for further deregulation needs to be resisted.

Unions ensure employment rights are not only enforced, but that steps are taken to prevent problems and promote fair and decent standards and treatment. This includes extending workers' access to learning and skills, fair and safe work organisation and working time, productivity and pay, pensions, procedures for sickness, holidays, family friendly policies, discipline and grievance. Such actions can reduce labour turnover and absenteeism, make workplaces - and society more broadly - fairer and more equal, and improve job satisfaction and employee engagement.⁵²

This Conservative Government continues to pursue an ideologically driven anti-union agenda that has sought to undermine the effectiveness of unions through attacks on employment legislation and trade union

facility time. This is no better illustrated than by the Trade Union Bill with its attacks on the ability of working people to defend and improve their working conditions⁵³ including attacking the right of transport workers to take strike action. **Unite opposes the undermining of basic rights and freedoms in the Trade Union Bill.**

Transport needs a properly protected workforce and this requires proper protection and facilities for trade union representatives.

Unite condemns the blacklisting and victimisation of trade unionists by employers. **Government policy should strive to stamp out blacklisting activities 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.**

Unite's efforts to promote stability, security and responsibility in the transport sector include dealing with the fragmentation of the fuel oil distribution industry and has led to the introduction of the 'Petroleum Drivers' Passport' (PDP), which now covers over 6,000 tanker drivers across England, Scotland and Wales and establishes an Industry Training Standard for health, safety and driver training, with appropriate means of accreditation.⁵⁴ The training is a mixture of classroom and practical learning. The passport is renewed on a five year cycle, but also has an annual refresher requirement and will see fuel depots and refineries refusing to load tankers whose drivers do not hold a PDP.

Unions have a positive impact on skills and training, particularly where there are union learning representatives (ULRs). Union recognition has a consistently positive effect, not only to the extent that employees are provided with training but also on the amount of training received.⁵⁵

Unite has successfully negotiated with many employers for drivers to be paid whilst conducting Driver Certificate of Professional Competence (CPC) training. There is no legal requirement for employers to do so and some employers pay for the training itself but not their drivers' working time whilst undergoing training. In the absence of a formal framework for workers' representatives, employers and government to develop this, Unite has also been delivering its own Driver CPC training to members. Unite would also be supportive of initiatives from relevant governing bodies to introduce a Warehousing CPC.

Government and industry should fund real training initiatives which will promote real skills, equal opportunities, and improve future transport efficiency and safety. We need properly regulated National Professional Standards and trade union involvement in all training bodies.

Compulsory Driving Licence Checks

It is a legal obligation for an operating licence holder to ensure that drivers they employ are eligible to drive. For most this is not a problem, but since the abolition of the driving licence paper counterpart in June 2015 some employers have had to revisit their procedures.

Information held by DVLA regarding driving entitlements or endorsements is personal data covered by the Data Protection Act 1998 and there are rights over who can access that information and for what reasons. Employers may have a legal obligation to check eligibility to drive and may request evidence. Unite has issued guidance on driver licence checks and the need to consider the safety of personal data.⁵⁶ In many companies Unite members are covered by an existing agreement which is working. However, **agreements on compulsory driving licence checks should be updated periodically, especially relating to who can access the information, how the information is stored and for how long.**



⁵² The Road to Recovery, TUC (2010) - <http://www.tuc.org.uk/economy/tuc-17727-f0.cfm?themeaa=touchstone&theme=touchstone>
⁵³ <http://www.unitetheunion.org/uploaded/documents/Trade%20Union%20Bill%20Briefing%20Paper11-23961.pdf>

⁵⁴ <http://www.unitetheunion.org/how-we-help/list-of-sectors/road-transport-commercial-logistics-and-retail-distribution/the-petroleum-driver-passport-scheme/>
⁵⁵ The Union Advantage, TUC (2014) - https://www.tuc.org.uk/sites/default/files/TUC_UnionADV2.pdf

EQUALITY AND PROTECTION FROM VIOLENCE FOR TRANSPORT WORKERS

In addition to the importance of transport to equality in society and to access for disabled people, there are important equalities issues for workers in the transport sector, which are also important to the diversity of passengers and the public generally.

The transport and storage sector already has one of the worst records of employing women, with men accounting for 80 per cent of the sector workforce compared to 54 per cent across the economy. It is also one of the most poorly qualified.⁵⁷ Training and regulation are vital in guarding safety and as an investment in skills for the future. Closure of training not only hits skills but equal opportunities.

Unite has supported and led initiatives in this area, including:

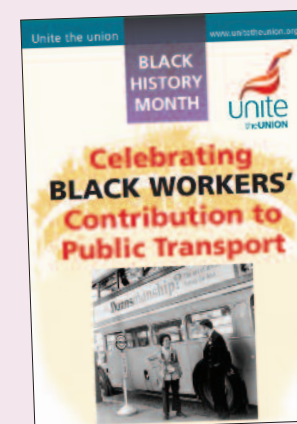
- tackling under-representation of women workers in bus, rail and road haulage;
- tackling barriers to progression faced by black, Asian and ethnic minority workers in transport;
- supporting positive action training, including basic skills and language training;
- dignity at work, action on violence against women and against all transport workers, including recognition of cabin crew as safety and security professionals;
- training for transport workers on disability awareness and action including mental health at work;
- ensuring travel concessions apply to same sex partners of transport workers without discrimination;
- trade union and employer training on equal opportunities, equality impact assessments and audits;
- negotiating agreements for a plan of action to support trans workers in transport;
- promoting rights for union equality representatives.



The transport sector's poor record on employment levels for women and black, Asian and ethnic minorities (BAEM) needs positive workplace policies that support women's participation and BAEM progression. This includes family friendly policies and better scheduling of work patterns (which would also assist male parents and carers and reduce stress) and positive training opportunities.

Union equality representatives play a vital role recognised by a number of transport employers as well as by ACAS and the Women and Work Commission. In order to ensure fairness and equality at work, union equality reps should have statutory rights to paid time off and facilities.

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.



Jeff Hurd, reportdigital.co.uk



Roy Peters, Roy Peters Photography

⁵⁷ www.ukces.org.uk/assets/ukces/docs/publications/briefing-paper-ssa12-transportation-storage.pdf

A MORE SUSTAINABLE TRANSPORT SYSTEM THAT IS BETTER FOR THE ENVIRONMENT

Transport accounts for around 21% of UK greenhouse gas emissions, with road transport, and passenger cars in particular, the most significant source of emissions in this sector.⁵⁸

Reducing greenhouse gases from transport will be a major part in meeting the UK's commitment to reducing greenhouse gas emissions by 80% compared to 1990 levels by 2050. This will not only require action to 'decarbonise' transport and develop emission reducing technologies, it will also depend on persuading people to make travel choices that are less environmentally damaging.⁵⁹

Initiatives to reduce emissions must also have proper regard for health and safety. A 10 year trial into the use of high volume semi-trailers on Britain's roads has so far resulted in a lower than expected take up and initial evaluation reports that there is not yet sufficient data to perform any meaningful analysis.⁶⁰ Unite is concerned that due to increased length there is an associated increased risk to workers and members of the public when these vehicles are manoeuvring.

As mentioned in the foreword, there is a clear international dimension to dealing with global climate change and Unite is working with the International and European Transport Workers' Trade Union Federations (ITF and ETF) to promote a coordinated approach to sustainable transport initiatives across countries, including the Climate Justice and Trade Union Vision on Sustainable Transport projects.⁶¹

The ITF is committed to representing the joint interests of transport workers to secure a just transition to a sustainable transport system based on secure jobs, good wages and decent working conditions.⁶² Whilst we recognise that we cannot think in isolation, this should not prevent the UK from taking a lead or addressing its own challenges.

Regulation and procurement practice needs to support a sustainable transport industry by enabling longer term considerations, and ensuring social and environmental goals as well as economic growth.

Investment is needed 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.

In aviation many nations are exploring biofuel alternatives from non-agricultural sources that do not reduce the amount of land used for food production or destroy the rain forests.



Unions also have a particular role to play in promoting and delivering a sustainable environment through environmental representatives and 'green workplace' initiatives. At the Port of Felixstowe, for example, Unite has been active on environmental issues with the senior union steward and environment representative sitting on a joint union-management environmental committee whose work has led to a reduction in the port's carbon footprint and increase in its recycling rate.⁶³ Work has also included supporting green travel, again with union representation on the port's Travel Steering Group.

The union role in delivering a sustainable environment needs to be supported through statutory rights for training and facility time for all trade union environment reps.

But there also needs to be a move towards a transport system based on much greater use of public transport, cycling and walking. Disincentives to car use will only be effective or fair when there is a low-cost, clean, safe and convenient public transport alternative and active support for cyclists and pedestrians.

Unite supports aviation's inclusion in the EU Emissions Trading Scheme (ETS) which applies to every airline calling at a European airport. However, the scheme can provide a financial advantage to transatlantic routes that avoid Europe and emit more greenhouse gases. Consequently, Unite believes that **there should be a global emissions trading scheme for civil aviation. The introduction of aviation ETS should lead to the abolition of Air Passenger Duty (APD) as it has done in other European states.** If APD is to be maintained, however, then the revenue stream should be hypothecated and used for environmentally friendly civil aviation projects, i.e. research and development and implementation of new operational practices and technology. There should also be a harmonised application of APD throughout the UK.

The free-for-all of the cabotage market within automotive delivery in road haulage, which will see non-UK registered hauliers from continental Europe 'running empty' for longer, should be replaced with **a planned and intermodal freight strategy based on environmental and economic efficiency.**

Sustainable transport requires proper planning. It also requires investment, effective regulation, smart procurement policy and better integration of transport modes. All of these issues are considered in more detail elsewhere in this report, but this further demonstrates the need for government to have a comprehensive and clear transport strategy that connects relevant policy areas.

⁵⁸ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/407432/20150203_2013_Final_Emissions_statistics.pdf

⁵⁹ *British Social Attitudes 2012 – Transport*, <http://www.bsa-29.natcen.ac.uk/read-the-report/transport/introduction.aspx>

⁶⁰ Evaluation of the High Volume Semi-Trailer Trial: Annual Report 2012, Report for DfT by Risk Solutions (2013)

⁶¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/204084/hvst-trial-annual-report-2012.pdf

⁶² <http://www.itfglobal.org/policy/climatejustice.cfm> and <http://www.etf-europe.org/transunion-climate.cfm>

⁶³ <http://www.itfglobal.org/en/resources/training-education/itf-climate-change-conference-discussion-document/>

⁶³ *Green Workplaces at Work 2012*, Labour Research Department and TUC (2012)

CONCLUSION:

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 productivity and build a sustainable economy.
- Deliver in a sustainable and accessible way on commitments made for the high speed rail network.
- Ensure an effective hub airport in an environmentally sustainable manner and address the lack of airport capacity in London and the South East by acting swiftly on the Airports Commission recommendation for a new runway at Heathrow.
- 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.
- Research into the adequacy of safe accessible public transport for disabled people and their experience of using these services.
- Wheelchair users given an automatic legal right to a designated space on public transport.
- 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.
- A strict fare rise cap on every route for any future fare rises and a new legal right for passengers to access the cheapest ticket for their journey.
- Restore 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.
- City devolution may provide for more effective oversight and control, but should not be a means of transferring the responsibility for cuts to public services away from central government. For devolution to work, appropriate resources need to be put in place.
- '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.
- Office for Budget Responsibility to produce 'state of the regional economy' reports.

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.
- Break down the obstacles surrounding implementation of Quality Contracts.
- Bring train operating companies back into public ownership.
- Oppose any proposal to break up Network Rail or attempts to privatise it.
- Use government purchasing to support UK train manufacturing.
- Provide 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 and women's safety groups) responsible for the monitoring of supply and demand with the remit of developing the trade in a progressive and managed way.
- Private hire booking apps should not be able to undermine progressive planning and safety in the industry through showing before any booking is made the position of available vehicles and estimated time of arrival.
- A cap on private hire drivers and vehicles in London.
- 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 at Heathrow (as recommended by the Airports Commission).
- No privatisation of our roads which are an integral part of our transport infrastructure.
- Ring fence HGV levy revenue in order to create a safe and sustainable transport infrastructure which improves, repairs and expands our roads.
- Any collection of payments by operators of foreign-registered HGVs should not be given to private contractors.
- 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. Tri-partite transport sector developments at the ILO International Labour Organisation agreed by governments, unions and employers are also important.
- Proper implementation of European driving hours regulations in the UK.
- Professional drivers must have access to high quality, clean, safety and secure washing facilities throughout the road network.
- 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'. The impact of related stress and mental health issues in the transport sector needs action.
- 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.
- Oppose the undermining of basic rights and freedoms in the Trade Union Bill.
- 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.
- Agreements on compulsory driving licence checks should be updated periodically, especially relating to who can access the information, how the information is stored and for how long.
- Full implementation of information and consultation and TUPE must be adhered to.

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 and reduce stress).
- Union equality representatives play a vital role recognised by a number of transport employers, 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.
- Investment to support research into technology for minimising the pollution effects of transport, such as cleaner fuels and electric cars.
- Statutory rights for training and facility time for trade union environment representatives.
- A transport system based on greater use of public transport, cycling and walking.

- A global emissions trading scheme for civil aviation.
- The abolition of Air Passenger Duty (APD). If maintained, then should be used for environmentally friendly civil aviation projects and there should be harmonised application throughout the UK.
- A planned and intermodal freight strategy for automotive delivery, fuel delivery and all road haulage that is based on environmental and economic efficiency.

UNITE TRANSPORT STRATEGY GROUP

Passenger Transport

National Industrial Sector Committee Chair – Taj Salam
 National Industrial Sector Committee Vice-Chair – Mike Hedges
 Executive Council Members – James Mitchell, Simon Rosenthal
 National Officer – Bobby Morton

Road Transport Commercial, Logistics & Retail Distribution

National Industrial Sector Committee Chair – Ronnie Evans
 National Industrial Sector Committee Vice-Chair – Tony Lewington
 Executive Council Members – Dave Williams, Gary Hillier
 National Officers – Adrian Jones, Matt Draper, Tony Devlin (downstream oil distribution)

Civil Air Transport

National Industrial Sector Committee Chair – Brian Norbury
 National Industrial Sector Committee Vice-Chair – John Pigott
 Executive Council Members – Sharon Owens, Nigel Stott, Jas Gill
 National Officer – Oliver Richardson

Docks, Rail, Ferries & Waterways

National Industrial Sector Committee Chair – Richard Crease
 National Industrial Sector Committee Vice-Chair – Martin Jones
 Executive Council Member – Andy Green
 National Officers – Bobby Morton, Tony Murphy (Rail)

Assistant General Secretary Transport

Diana Holland

Transport Research – John Earls (Head of Research), John Neal, Colin Potter
Equalities Research – Anooshah Farakish
National Health & Safety Adviser – Susan Murray

Support the Fair Transport Europe campaign

Fair Transport is fair competition, equal working conditions and good jobs

Unite is proud to support the Fair Transport Europe campaign being run with the European Transport Workers Federation.



As long as we cannot send an apple, a pair of shoes or ourselves by email, we need the millions of transport workers who connect Europe. But working conditions in European transport are being challenged by a race to the bottom and unfair business practices by some companies, causing deplorable conditions for workers.

Fair Transport is fair competition, equal working conditions and good jobs.

Fair Transport benefits all of us. We need your support in a call for better legislation and enforcement of regulations in Europe.

In order to do this, we need to obtain as many supporting signatures as possible.

A central tool for the Fair Transport Europe initiative is the EU instrument called the "European Citizens' Initiative" (ECI). If at least one million EU citizens sign the petition, we can call on the European Commission to make the necessary legislative proposals for more fair transport.

Let's make things better. Sign for Fair Transport.

To sign for Fair Transport and find out more about the campaign go to: www.fairtransporteurope.eu



unitetheunion1



@unitetheunion

www.unitetheunion.org

