

# Sustainable Energy and Transportation



## The Role of Workers & Trade Unions

**Commission on Sustainable Development (CSD)  
Special Dialogue Session April 16-18, 2001**

**International Confederation of Free Trade Unions (ICFTU)  
Trade Union Advisory Committee to the OECD (TUAC)**

*In collaboration with:*

**International Federation of Chemical, Energy, Mine and General Workers' Unions (ICEM)**

**International Metal Workers' Federation (IMF)**

**International Transport Workers' Federation (ITF)**

**Public Services International (PSI)**

# Table of Contents

Part One: A Focus on the Quality of Decision-Making .....	4
<i>Energy and transportation represent two major needs of the world's workers. However, there is growing concern about the effects these two areas are having on the natural and human environments</i>	
<b>4</b>	
<i>Trade unions want to cooperate with local and national governments, other major groups, and international agencies to bring about patterns of decision-making that are consistent with the goals of sustainable development</i>	
<b>5</b>	
<i>Trade unions have a unique capacity to contribute to the development of sustainable patterns of decision-making in the workplace and community</i>	
<b>8</b>	
Part Two: The Multistakeholder Dialogue Sessions .....	10
DIALOGUE SESSION ONE: Achieving equitable access to clean energy	
10	
DIALOGUE SESSION TWO: Choices for production, distribution and consumption of energy	
16	
DIALOGUE SESSION THREE: Public-private partnerships for sustainable transportation	
22	
DIALOGUE SESSION FOUR: Sustainable transport planning: Choices and models	
for human settlement designs and vehicle alternatives	
30	
Part Three: Priorities for the Commission on Sustainable Development .....	37

# Workers and Trade Unions at the Ninth Session of the Commission on Sustainable Development

This document has been produced by trade unions for the Ninth Session of the United Nations Commission on Sustainable Development (CSD), 16 April – May 2, 2001, in particular, for the Dialogue Session, which will consider how trade unions, business, local authorities, scientists and NGOs can work together with governments to promote a global transition to sustainable transportation and energy.

Trade unions are represented at CSD Dialogue Sessions by the International Confederation of Free Trade Unions (ICFTU) and the Trade Union Advisory Committee to the OECD (TUAC), which, represent over 155 million members in 148 countries and territories. In 2001, they will be joined by members of the International Federation of Chemical, Energy, Mine and General Workers' Unions (ICEM), the International Metal Workers' Federation (IMF), the International Transport Workers' Federation (ITF), and the Public Services International (PSI).

Trade union participation in the CSD has grown since 1996, when for the first time, a one-hour "Day of the Workplace" session was organised at the CSD. In 1997, a second delegation took part in a three-hour "Trade Union Dialogue Session". In 1998, a third delegation was involved in a two-day "Business & Industry" session, followed by a fourth delegation in 1999 on Tourism. In 2000 trade unions participated in a special dialogue session on "Food and Agriculture".

As well, trade unions have taken an active role in other international fora on sustainable development issues, including: the Organisation for Economic Cooperation and Development (OECD), European Union (EU), Food & Agricultural Organisation (FAO), World Health Organisation (WHO), World Trade Organisation (WTO), International Labour Organisation (ILO), and the United Nations Environmental Programme (UNEP).

## **ICFTU**

International Confederation  
of Free Trade Unions  
Boulevard Emile Jacqmain 155  
1210 Brussels, Belgium  
Tel (322) 224 0211  
Fax (322) 201 5815

## **TUAC**

Trade Union Advisory Committee  
to the OECD  
26 avenue de la Grande Armée  
75017 Paris, France  
Tel (331) 5537 3737  
Fax (331) 47 54 98 28





***Perpetuates anti-democratic patterns*** Past CSD Sessions have raised the need for *environmental democracy*; however, trade unions believe that *social democracy* itself is at stake. Not only do current concentrations of power reduce people, and even nations, to the status of mere ‘consumers’; the public sector itself is being increasingly bypassed, as important institutions, activities and responsibilities are cut-back, privatized and deregulated, particularly in energy and transportation. Furthermore, governments are pursuing policies of deregulation and retrenchment that further emasculate the democratic process and making change difficult, even when public opinion demands it.

***Supports discredited patterns of financial support,*** especially when generous subsidies for forms of energy and transportation widely acknowledged to be unsustainable, contrast with miserly support for sustainable alternatives. People who cannot afford to own or and maintain a car are finding the public transit systems they rely on to be increasingly underfunded and inadequate. These people, and in particular, children, the poor, and the disabled are effectively being denied access to employment, recreational and other social opportunities, because of an inequality of access to transportation. The same holds true of energy production and distribution, in many cases.

***Fails to recognise divisions within countries or internationally*** In the face of general agreement that poverty eradication must be one of the goals of sustainable development, non-OECD countries have experienced an absolute decline in real per capita incomes since 1992. Approximately 50% of the global population is estimated to live on less than \$2/day, 14% suffer from chronic hunger, 25% live in cities where air pollution exceeds health levels, and 33% have no access to electricity. Disease from various forms of environmental degradation in non-OECD countries is at 22% as compared to 5% in high-income OECD countries. Most startling is that ODA transfers to ‘developing’ countries actually declined since 1992, while Foreign Direct Investment (FDI) to wealthy countries increased.<sup>5</sup> The lack of attention by decision-makers to international conditions is reflected internally in many countries, where gaps in wealth, social opportunity, and conditions have increased, translating directly into inequitable access to energy and transportation, domestically and internationally, along with patterns of exposure

to pollution, environmental degradation and other effects of unsustainable systems.

***Fails to resolve trade and investment issues involved in sustainable development*** Since Rio, governments have promoted international trade by agreeing to rules that reduce discrimination through such features as Most Favoured Nation (MFN), National Treatment (NT). Largely on the assumption that environmental and social policies are incompatible with these objectives, they have consistently given precedence to provisions for international trading and investment. As well, while trading rules allow discrimination on product characteristics, they do deny consideration of process and production methods (PPM’s), and there are serious inadequacies with the interpretation of ‘trade measures’, and ‘precaution’ as environmental policy objectives. Finally, while changes are made to integrate environmental and social considerations into “trade” rules, investment has remained relatively untouched, in spite of the fact that it implies a longer-term and effectively makes investors ‘decision-makers’ in the host countries. Reconciliation of the two areas is long overdue; in fact, there is good reason to believe that business can only benefit from clear, uniformly-applied rules.

#### **America Coalition Pushes ‘International Right to Know’<sup>6</sup>**

Over 150 human rights, labour and environmental groups in the United States have come together in an International Right to Know Campaign to give citizens the information they need to evaluate the performance of multinational companies. The coalition is asking lawmakers in the U.S. to require companies to disclose the kind of information about their activities abroad. They are currently required to disclose for domestic activities, including the kind and quantity of pollution they emit, and their health and safety record. The group has developed a databank to show why such scrutiny is important, including incidents of pollution of water resources by mines in third world countries, where local people, may not even have the right to know what toxic substances are going into their water sources. Social concerns are raised, as well, by reports of multinational companies that have cooperated with repressive military regimes to suppress democratic expression and organisation. Just as domestic right-to-know laws have demonstrated a positive effect on environmental management, it is believed that international right-to-know would cause companies to ‘clean up their acts,’ internationally. As well, disclosure on the location of operations would give local consumers a better idea of the labour and social conditions under which a product is made.





***Trade unions have developed effective highly-effective models for democratic decision-making*** for occupational health and safety that include workplace assessment,<sup>11</sup> target-setting, implementation, evaluation, monitoring and reporting.<sup>12</sup> All are now being expanded to incorporate the broader scope of sustainable development. For example:

*Occupational health & safety (OHS) committees* are adopting terms of reference and operating procedures to address sustainable development issues in the community, as well as on the national and international levels.

*A tradition of health and safety representatives or 'delegates'* is emerging to include a new type of representative, one who deals with occupational health questions as they are linked to community environment issues. Their high level of training and competence also makes of them natural leaders in community, environmental groups and in 'partnerships' to foster 'best practice' models in enterprises.

*A tradition of collective bargaining*<sup>13</sup> for occupational health & safety rights and protections is being expanded to include 'green' issues that reflect worker's stake in a healthy, sustainable human environment, as well as sustainable workplaces upon which their jobs ultimately depend.

*A tradition of union-management 'partnerships' for occupational health & safety* is being expanded to include sustainable development. These "partnerships" imply that employers and workers share an interest in the overall state of the

environment, and insofar as they are based on trust, equity and transparency, can be powerful motivators for change.

*Occupational health & safety toolkits* are being developed to guide health and safety activists through identification, analysis, and response to workplace problems, and are now being 'repackaged' to accommodate environmental concerns or activities.

*A workplace culture of occupational health & safety* is now being incorporated into a workplace culture of sustainable development, as unions undertake campaigns that encourage workers to see themselves also as 'environmental citizens'.

***Trade unions are part of an international movement*** Trade unions have the capacity to spread their message and mobilize workers around the world. With the support of national governments and international agencies, we can bring down longstanding financial and administrative barriers, and ensure that all three pillars of sustainability, and in particular the social dimensions, are addressed. We can continue to identify, analyse and draw attention to the issues that might otherwise be ignored, e.g., the distinct priorities of the poor and underprivileged in the world. Finally, trade unions are committed to finding solutions to the 'vicious circle' that separates rich from poor, and pursue such goals as poverty eradication, with the understanding that the livelihoods and vulnerability of the poor are integrally linked to the state of the ecology.



pollution, and other features of unsustainable development; they also possess a disproportionate share of the resources needed for change.<sup>16</sup> The two sides of this 'Divide' perceive sustainable development differently, however much of the debate over energy use and emissions has been monopolised by industrialized countries (with which responsibility for the bulk of current problems rest). Developing countries have defined their own, distinctive issues for sustainable development, and these must be addressed in the manner prescribed by them, not as understood by decision-makers in industrialised countries. Rich nations tend to focus mainly on so-called 'sustainable' issues; the others tend to focus primarily on 'development' issues.

Access to sustainable energy is a concern for hundreds of millions of people in developing countries, and unfortunately, many promises bear little resemblance to the named assistance they have actually receive. Trade unions believe that attention to the social, economic and environmental pillars of sustainable development, requires more than assistance promised in Rio. It also requires reforms to the trading rules and international debt that has forced many developing nations into the unsustainable patterns. In making integrated assessments of the energy needs of developing countries, international organisations must take into account social considerations as employment, gender and health effects, and give priority to providing energy in rural areas to meet the basic needs. As well, access to appropriate knowledge and technology are a major challenge if developing countries are to both meet their energy needs and 'leapfrog' unsustainable technology adopted by industrialized countries.

Virtually all parties and member states agree that a major problem today is inequitable access to energy and transportation for the world's poorest people. Since the 1992 Rio Summit, trade unions have urged a focus on poverty elimination and employment, which depend on a solution to the energy/transportation dilemma. It has been clearly demonstrated, for instance that vulnerability worsen for the poor along with ecological degradation, but that 'synergies' can be achieved in both areas, with proper planning.

Trade unions find it significant that African ministers responsible for development and utilisation of energy held a meeting last year to address the specific problems of energy facing women in their region.<sup>17</sup> They noted that, although women are key consumers and users of household energy resources and services, they are marginalized in policy-making. They agreed on the need to consolidate the position and status of women in society, involve them in decision-making, enhance their capacity, and seek their participation in conceptualization, development and implementation of energy policies, projects and programmes.

- ☛ Recognise a 'Global Divide' between wealthy and poor nations in terms of responsibility for current problems, resources necessary for change, and specific concerns that countries have for sustainable development.
- ☛ Link poverty eradication and employment to equitable access to both energy and transportation.

#### ICFTU describes a 'Global Divide'<sup>18</sup>

Union leaders have identified eight global divides that are getting wider under the pressures of globalisation, and are asking governments and corporations to honour existing commitments to the Rio accords, including International Labour Organisation conventions, etc. The 'divides' are defined by:

**Wealth:** Globalisation has increased wealth divisions within and between countries. One billion people live on less than a dollar a day, and women are most likely to be unemployed or low paid.

**Power:** Many multinationals have more power than nation states; out of control financial markets create regional and global instabilities that harm the poorest most.

**Rights:** Democracy remains an ideal, as workers rights are often abused or curbed.

**Health:** Infectious diseases are still the world's biggest killer; while life expectancy has fallen in some countries, too much medical research targets rich markets.

**Education:** Illiteracy is still widespread; funding is hurt by debt re-payments and restructuring.

**Environment:** Knowledge about global warming, depletion of world's resources by the developed world, is sadly lacking.

**Technology:** A digital, pharmaceutical and patent divide continues to widen.

**Ownership** of global economy continues to be dominated by a few governments and multi-national corporations.

- b) **Equity requires a ‘just transition’ for workers and communities and is urgently required to meet the challenge of climate change. Workers and communities cannot be expected to support climate change measures, or the huge financial commitments that will be needed, unless they are assured that social costs of change will be spread equitably amongst economic sectors and nations, and they take part in designing and implementing the programmes that are required.**

While decision-makers have ignored inequitable access to energy and transportation for decades, they cannot ignore climate change. Unfortunately, most countries have yet to pay attention to its potential social and employment aspects, even though substantial employment-dislocation is expected, especially in developing countries. This lack of attention continues a tradition of general indifference to social dimensions, as more resources are typically allocated to cleaning up toxic sites, for example, than to the affected workers.

Employment must be recognised as a prime element of this dimension, as it is not only a crucial aspect of patterns of production; it is a primary condition of access to essential goods and services, and a major determinant of acceptance of change. Governments need reminding that Section 4 of the United Nations Framework Convention on Climate Change (UNFCCC) calls on all parties to take social issues into account.<sup>19</sup>

- Develop research programs which provide for a better understanding of employment as a key factor of an approach to sustainable development in which social dimensions are given a higher priority; i.e., be recognised, measured and reported along with environmental and economic aspects.
- Promote social/employment transition that addresses inequities & poverty through effective employment, land and incomes policies.

#### **Chernobyl demonstrates the need for ‘Just Transition’ programmes<sup>20</sup>**

The need for equity in ‘transition’ was clearly displayed in the shutdown last year of the last reactor at the Chernobyl nuclear plant, following the disaster of 1986. It affected a workforce of around 6,500, and at least 5,000 other jobs that depended on them, as well as the community of Slavutych, built for the nuclear workers and their families moved out of irradiated zones.

The Chernobyl workers’ Ukraine Atom Trade Union (ATU) and the International Federation of Chemical, Energy, Mine and General Workers’ Unions (ICEM) have pressed since 1986 for a “social plan” to avert job loss due to closure. A comprehensive draft plan was signed in 1995 by Ukraine, the G-7 leading industrialised countries and the European Union, to specifically address the implications of the closure of the Chernobyl plant for workers and their families, and included assistance from the European Commission and the United States. The ICEM and the ATU organised a world conference of nuclear workers’ unions, which drafted a full “social plan”, including alternate employment for workers in Chernobyl and Slavutych, with retraining and other adjustment measures, as well as the promotion of new small and medium-scale industries in the energy efficiency and conservation.

Actual commitments at the time of the final Chernobyl closure, however, included only US\$4 million; totally inadequate, as an effective social plan for Chernobyl and Slavutych was calculated to cost between 50 million and 100 million dollars. By contrast, western donors pledged an extra 300 million dollars to build a new shell to seal off the Chernobyl reactors, bringing to US\$700 million their total commitment for that project alone. A further 175 million dollars’ worth of western aid could go towards new Ukrainian nuclear plants to replace Chernobyl.

Chernobyl illustrates another reasons for funding a social safety net. The safe operation, shutdown and decommissioning of a nuclear plant depends heavily on the skill and concentration of its workers. Psychological pressure due to uncertainties over future and unpaid wages must be met for workers facing change – as must be the moral debt to the Chernobyl workers, who died, contracted disease and incurred other damage when they entered the area just after the 1986 disaster to limit the spread of radiation. Workers around the world are watching Chernobyl, and are not assured by what they see. As over two hundred other nuclear reactors are scheduled for decommissioning by 2010, Chernobyl must be seen as only the first challenge for ‘Just Transition’- certainly not the last.

- c) **Socio-economic security is a prerequisite to worker endorsement and participation in policies and programmes for sustainable development. It is not a new concern, as job loss, dislocation and disruption have been part-and-parcel of a “New Economy”, in which internationalization and restructuring of operations, deregulation, privatization and contracting-out has threatened the security of communities and nations alike.**

“Globalised companies” in energy and transportation are using workforces on a global basis, along with new production methods, economies of scale, reorganisation of the workplace, and intensification of work, threatening all aspects of worker security, from health and safety to incomes. Any attempts to address sustainable development concerns will encounter this legacy. Transition to sustainable patterns of production and consumption implies wholesale, radical change –‘quantum leaps’– and resistance to such change is predictable where it affects the world of work. In light of this, strategies to gain the consent and cooperation of workers and their communities must be a priority, especially as history has provided little reason for either to fully trust the intentions of industry and governments. Workers can hardly be expected to endorse policies, when they are excluded from decision-making. Support can only be assured if programmes recognise, amongst other things, core labour standards, freedom of association, and security needs, as identified by the ILO’s Socio-Economic Security Programme (SES)<sup>21</sup>. Unfortunately, most planning still ignores or understates employment concerns and focuses on competitiveness concerns.

- Address security concerns of workers as a prerequisite to their consent and cooperation with social programmes that recognise, amongst other things, core labour standards, freedom of association, and security needs, as identified by the ILO’s Socio-Economic Security Programme (SES).

#### **Addressing Poverty and Worker: The Meaning of Socio-Economic Security**

The ILO’s InFocus Programme, Socio-Economic Security Programme (SES), has provided the following definitions for socio-economic security:

*Labour market security* — Adequate employment opportunities, through high levels of employment ensured by macro-economic policy;

*Employment security* — Protection against arbitrary dismissal, regulations on hiring and firing, imposition of costs on employers, etc.;

*Job security* — A niche designated as “occupation or “career”, requiring clearly-identifiable skill levels, craft boundaries, job qualifications, restrictive practices, etc.;

*Work security* — Protection against accidents and illness at work, through safety and health regulations, limits on working time, unsociable hours, night work, etc.;

*Skill reproduction security* — Opportunities to gain and retain skills, through apprenticeships, employment training, etc.;

*Income security* — Protection of income through minimum wage machinery, wage indexation, comprehensive social security, progressive taxation, etc.;

*Representation security*<sup>22</sup> — Protection of a collective voice in the labour market, through independent trade unions and employer associations, with state protection of rights, etc.

- d) **Funding must be identified for a labour-friendly transition to sustainable development, especially if it takes place in the context of inclusive, democratic decision-making, that includes the proper consultation and input of workers and their communities. Just transition requires an employment-focused macro-economic policy, which requires workers participation and control over their own future.**<sup>23</sup>

At minimum, a just transition programme must include protection of livelihood and an orderly conversion to ensure that workers and affected communities are provided with adequate income protection, access to new jobs and educational assistance. There is also a need for social programmes to ensure uninterrupted

access to basic needs and services and for these programmes to be integrated with alternative energy scenarios, which incorporate “green jobs”. These programmes cannot “stand alone”; they must be part of an integrated approach to sustainable development, nationally and regionally, in which the health of local, regional and national economies and viable communities all provide a secure base for the workforce. They must be part of a plan to integrate the full social dimensions with economic and environmental planning. Models for employment friendly transition to sustainable energy use are being drafted by unions to demonstrate that it is possible and economically-feasible to make the necessary changes.

#### American Unions Craft a Labour-Friendly Climate Plan<sup>24</sup>

The Washington-based Centre for a Sustainable Economy has worked with the AFL-CIO to produce a model for managing the transition to sustainable energy and transportation in a ‘labour-friendly’ way. Crafting a Labor-Friendly Climate Plan provides a detailed description of policies that would counteract global warming in a ‘worker-friendly’ way; i.e., prevent job loss, preclude the shifting of jobs abroad, and ‘make whole’ workers and communities adversely affected by such policies. The Plan would also strengthen the position of the labour movement, preserve union jobs, and distribute benefits progressively across income groups. It would rely on market mechanisms; e.g., making funds available through taxes on fossil fuels, which would also be imposed on imports and rebated on exports. At the same time, a decrease in labour taxes, and tax breaks for solar, wind and other renewables would makes labour costs more competitive in energy-intensive industries. The model shows that such measures could hold job losses in affected industries to the rate of turnover, and finance benefits to displaced workers, with wage replacement and educational benefits. At the same time, programs for energy efficiency and renewable energy would be combined with targeted packages for specific sectors; particularly, transportation, electrical utilities and buildings.

Plan for social and employment transition to sustainable energy development with inclusive, democratic decision-making, to ensure the proper consultation and input of workers and their communities.

**e) We must turn attention to ‘green jobs’ in order to counter the ‘jobs vs. environment’ illusion, and to fix in the public consciousness the idea that environmental solutions go hand-in-hand with creation of secure employment.**

Green jobs must be promoted as part of a two-pronged response to the job dislocation that will inevitably occur as part of the transition to a sustainable economy. It combines support for a long-term policy to create sustainable jobs with a short-term strategy to ensure that the workforce experiences a ‘Just Transition’ to the new jobs. The fact is that investment in sustainable jobs can and has rescued declining industrial areas, with much more predicted in the future. The European Trade Union Confederation (ETUC) has provided a blueprint for measures to integrate labour market issues into government support for alternative production measures: promotion of new and cleaner technology through taxation and other measures; introduction of eco-labels for clean production; development of eco-efficiency indicators; support for research and development of new and cleaner technology; reduction of obstacles for entrepreneurs of environmental technology; provision of training for eco-entrepreneurs and self-employed; training for workers in environmentally-friendly production; participation of workers in introduction of new, cleaner production; adaptation of organisation of work to environmentally-friendly production; and further development of ecological management instruments such as the European Eco-Management and Audit Scheme (EMAS).<sup>25</sup>

**Danish Conference Demonstrates Green Job Creation<sup>26</sup>**

A Workshop in Svendborg Denmark in 1998, as part of Danish participation in the Green Job Creation Project of the European Union, gave the General Workers' Union in Denmark (SiD), the Danish Society for the Conservation of Nature, and the Forum for Energy and Development an opportunity to counter the 'jobs vs. environment' illusion, and to fix in the public consciousness the idea that environmental solutions go hand-in-hand with creation of secure employment. Delegates focussed on three concrete examples of 'green job creation, two in the area of energy savings and renewable energy, and one in ecological agriculture. The initiative on the Island of Aero showed that renewable energy is not only a totally feasible source; it creates many more jobs and a more secure base for industry than traditional sources. By the same token, a Government program to convert residential dwellings to central heating not only results in substantial energy savings and remarkable reductions in CO<sub>2</sub> emissions; the conversion and maintenance it entails creates hundreds of jobs, even on the small scale as demonstrated. Local authorities have led the nation with environmental action plans that created green jobs, beginning with initiatives in the public sectors own enterprises. In each case, it required a concerted effort to build public support for the funding priorities they required. Local authorities focussed on: green and ecological purchases, as major purchasers of goods and services; a renewal poison-free nature care, that focussed on clean air and water; and, training and information for the citizens, which utilised existing public sector workers, and required the hiring of many more.

**f) Research must be conducted into employment implications of transition to sustainable energy and transportation**

Nine years after Rio, employment implications of climate change measures, and of sustainable development generally, have yet to be studied, understood and taken into account. This is especially crucial for the energy/transportation nexus, where impact is likely to be greatest. Two highly-publicized recent cases, the EU's plan to halt the spread of BSE, and a proposed international ban on asbestos, illustrate the problem, as in neither case was financial support proposed for workers, much less an integrated adjustment plan for their communities. Trade unions know that the effect of inattention to the social impacts of transition has always meant a totally inequitable distribution of costs, as workers and their communities bear the cost of government and industry's failure to address problems. In this respect, an agreement reached at COP6 in the Netherlands, committing representatives of trade unions and business to work together for more research into employment and social implications of climate change or measures to mitigate its effects provides a good model.

**Business and labour reach an historic agreement at COP6<sup>27</sup>**

Representatives of trade unions and business at the Climate Change Conference pledged to work together to obtain recognition by world governments of the need for research into employment implications of climate change or measures to mitigate its effects. The labour bodies involved in the agreement were the International Confederation of Free Trade Unions (ICFTU), the Trade Union Advisory Committee to the OECD (TUAC) and the European Trade Union Confederation (ETUC). They were joined by the Business Advisory Committee to the OECD (BIAC), as well as the International Labour Organisation (ILO) and the Organisation of Economic Cooperation and Development (OECD). It was agreed that attempts would be made to widen the circle of cooperation to include the European Union, national governments and academic institutions in an effort to produce a comprehensive and long-term research programme devoted to social and employment equity. A conference on this subject is contemplated for Fall 2001.

- Pursue a two-pronged strategy that combines support for a long-term policy to create sustainable jobs with a short-term strategy to ensure that the workforce experiences a 'Just Transition' to the new jobs.



implications of current patterns of transportation and energy usage, as ‘decision-making’ that is compatible with sustainable development depends on an ‘informed choice’, a goal that requires the cooperation of all groups in society. Trade unions have well-developed capacity for workplace-centred education; in fact, they are the foremost providers of adult education in many countries. A number have already initiated programmes on energy and transportation that could be linked with innovative programmes initiated by local government to reduce energy use and emissions, generally.

National plans for reduction of greenhouse gas emissions and pollution must proceed even though countries failed to reach agreement on implementation measures at COP6. Events at The Hague have reinforced that participation of workers and their representatives is essential for national programmes to succeed.

Trade unions applaud the countries that have responded with programmes for the reductions of greenhouse gas emissions (GHG). The contribution to several of these initiatives by trade unions illustrates what is possible once barriers to broad-based worker acceptance are brought down (See Inset below). For example, trade unions have begun to publicise the ancillary benefits of greenhouse gas reductions for human health, eco-systems, the economy, and society at large. (One study estimated the health benefits in Hungary of a 7.7% reduction in CO<sub>2</sub> emissions alone would be around \$650 million – enough to cover the investment required to implement these measures.<sup>29</sup>) Such beneficial social impacts as reduced traffic congestion and less community severance must also be publicised, as should efforts to sequester carbon. Expanded research must be part of national plans, to quantify and reveal benefits, lower the cost of greenhouse gas reduction, and to inform both the public, as well as the regulatory and decision-making process.

- Bring trade unions into planning and implementation of local and national programmes for implementation of Agenda 21 plans, as well as for specific purposes; e.g., national emissions reductions programmes
- Accentuate the positive effects of sustainable development by publicizing the benefits of sustainable forms of energy and transportation. Support research to quantify and substantiate major benefits, and to feed into the public policy and regulatory process

#### **A German Alliance for Labour and Ecology Participates in National Plan**

German unions are collaborating with government and employers’ federations in a programme of building renovation to contribute to climate protection and sustainable jobs. The *Alliance for Labour and Ecology for the Energetic Renovation of Buildings* aims to renovate 300,000 flats, creating 200,000 jobs, reducing both CO<sub>2</sub> emissions and the oil bill of tenants and landlords and the state by about US\$4 billion (reduction of financing unemployment, higher income through taxes etc.) The immediate objective is to improve the heat insulation of buildings (roof, windows etc.), to install advanced heating technologies and to use renewable energies like photovoltaic or solar thermal systems. This is leading to the creation of thousands of jobs in the construction, the heating, sanitary and air-conditioning sector, as well as building services. There is a high labour demand in changing of windows, installing photovoltaic or solar thermal systems and fossil based heating systems, and in retrofitting industry etc., as well as for advising/consulting activities, which are both labour-intensive, but cost-effective. Financing for the programme is provided by the German government, which will spend just less than US\$1 billion within the next 5 years. As well, a total of US\$5 billion will be available through credits at a favourable rate of interest.

- a) **Planning for a clean energy future is required to ensure that the \$9-15 trillion that will be invested in new power projects around the world in the next two decades is directed towards energy technologies and development of a global economy that is more secure, more robust, and much cleaner than is indicated by today’s trends.**

A recent report, *Natural Selection: Evolving Choices for Renewable Energy Technology and Policy*,<sup>30</sup> from the United Nations Environment Programme (UNEP) provides an assessment of the technology and policy options for reducing greenhouse gas emissions, and shows that cost-effective policy and technology solutions now exist. All that is needed, it appears, is a will to change amongst government and industry leaders.

Trade unions believe that the destructive link between unsustainable energy use and environmental quality can be broken by decision-making that takes an integrated approach to improvements in technology, processes and consumption patterns. They can make a valuable contribution to a worldwide offensive in favour of renewable energies (solar, wind, geothermal, bio-energy and small hydro plants) with small-scale technologies in rural areas (micro-grids for local populations) and bigger plants for the supply of cities. It is known that ‘renewables’ are labour intensive, especially for programmes that follow the German renewable energy model, which is reinforced by a “renewable energy law” that has made Germany the biggest export market for wind generators.

- b) Make the market work for sustainable development by orienting it towards a new role in establishing valuations, priorities and changes in direction in energy and transportation. Governments can work with major groups in society and international agencies to provide the framework for decision-making and collaboration that will influence the market to ‘rule’ in the direction of sustainable development.**

Trade unions are accustomed to strategies for changing market conditions; indeed, our *raison d’être* has been to make these forces work for the benefit of workers. An immediate target for change must be public policies that currently allow producers and consumers to escape responsibility for the damage they inflict on the environment and society. The market can be made to ‘behave responsibly’ through a comprehensive programme of tax and subsidy reform to: 1. Eliminate environmentally-harmful subsidies; 2. Reduce sectoral discrepancies in domestic support; 3. Deepen research into subsidies and their effects; 4. Help those affected by reform through transition; and 5. Address social dimensions of resulting changes. Trade unions have also shown they can work with multinational corporations who are often in the best position to influence change in an increasingly globalised economy, with voluntary approaches, codes of conduct, and other agreements that encourage best practice in environmental and social protection, labour standards, child labour, etc. In this regard, governments are encouraged to make wider use of corporate codes of conduct, such as the OECD’s new *Guidelines for Multinational Enterprises*, and can even engage them in public/private partnerships.

- c) Education and communication for informed choice can be promoted by raising awareness of energy consumption and emissions issues related to the energy/transport nexus. Information is a prerequisite to action, and the facts concerning current patterns in energy and their implications for the future are startling in themselves.**

With their well-developed capacity for education and communication, unions can work with other social partners to raise awareness of the implications of current patterns in energy and transportation (some of which have been clearly described in a number of key documents, such as the OECD’s *Sustainable Transport Study*.<sup>31</sup>) Workers must know, for example, that transport demand is growing strongly, and that much of this growth favours higher fuel consumption and emission vehicles. As well, they must know that air travel is increasingly contributing its own consumption/emissions problems. Comparative information concerning fuel consumption and emissions by certain modes of transport must be provided,<sup>32</sup> which trade unions are well-equipped to do through workplace-centred programmes. Although solutions must be based in local control and action, international conventions and standards should be employed as educational tools; e.g. ILO Conventions and Standards, environmental agreements (MEAs), and other

- Work with other Major Groups and government to influence market mechanisms that combine judicious use of regulations, taxes, user fees and subsidy reform which value sustainable development.
- Find new ways to work with multinational corporations who are often in the best position to influence desired social and environmental change in an increasingly globalised economy.

multilateral instruments that deal with social issues of relevance to sustainable development, as well, such policy instruments as Prior Informed Consent, environment impact assessments (EIAs), etc

**Basic information is key to awareness-raising: The prognosis is bleak<sup>33</sup>**

'Informed choice' begins with the knowledge that the facts are bleak and the prognosis even bleaker for a business-as-usual scenario. Demand for transportation is not only increasing, consumer choice favours higher fuel consumption/ higher emission vehicles (in OECD countries) portending increases in fuel consumption and emissions that will more than counteract technological improvement to environmental performance, with the result that carbon dioxide emissions from the transport sector will likely double by 2030. World-wide levels of CO<sub>2</sub> emissions alone have increased by 25% over the period from 1980 to 1997, and are directly proportional to fuel (gasoline and diesel) consumption, of which transport is the major and most rapidly-growing sector. Worldwide, oil consumption in the transport sector accounts for around 48% of total consumption and this share is growing. Workers must also know that air transport's contribution to emissions is expected to grow strongly, with NO<sub>x</sub> emissions in the stratosphere of particular concern. Finally, they must know that the rapid globalisation of production and consumption has resulted in a rapid increase in freight transport, expected to overtake cars as GHG contributors. The facts must speak for themselves:

**Energy Consumption by Mode of Freight Transport (in kJ/tonne-km)**

Inland waterway	Road	Rail	Air	Pipeline
423	2890	677	15839	168

**Air emission factor ranges for truck, rail and marine, in g/tonne-km**

Pollutant	Truck	Trains	Marine
CO	0.5	0.2	0.04
CO <sub>2</sub>	98	28	15
HC	0.2	0.1	0.01
NO <sub>x</sub>	1	0.5	0.3
SO <sub>2</sub>	0.03	0.04	0.3
Particulates	0.08	0.03	0.006

**d) A trend towards 'liberalization' of core energy and transport services must be reversed, beginning with a thorough evaluation of the effect of 'liberalisation' experiments on energy systems in both industrialized and developing nations.**

Trade unions believe that it is time for the CSD and other international agencies to make such an effort, and to encourage such research in member countries. This must begin with independent research, widespread dissemination of the results, and their use in decision-making.

**PSI studies effects of liberalisation**

The Public Services International (PSI) has sponsored studies into the effects of liberalisation on energy and water utilities in the United Kingdom, Pakistan, the United States, Denmark, India and the Dominican Republic, all of which make a strong case for public sector provision.<sup>34</sup> Studies found that cash-strapped governments are not only resorting to private firms for power generation, water utilities, and waste; they are allowing these companies to operate without extensive regulations, trusting to the terms of the contracts themselves. As more difficulties are encountered with IPPs, they are becoming the subject of protracted legal, political and economic battles. Corruption is a problem in some, and in others, utilities are crippled by payments due to

- Utilise union capacity for education and communication to work with other partners to raise awareness of the energy consumption and emissions problems that are related to the energy/transport nexus.
- Utilise international conventions and standards as educational tools to inform local decision-making and action.

• Adequately research and disseminate information on the effects that liberalization of core energy and transport services has on the sustainability of energy and transportation, before engaging in further 'market reforms'.

• Utilise the capacity of the international trade union movement to promote capacity-building for sustainable energy between countries and regions.

Independent Power Producers (IPP's), or by generous terms offered to power producers by previous governments.

Another study in Nordic countries showed that regimes which had stabilised supply of electricity at some of the lowest prices in the industrialised world were replaced by regimes susceptible to market forces.<sup>35</sup> Vertical integration, moreover, has led to; a greater divergence of price between industrial and residential consumers, and for the first time, a possibility of electricity shortages. Corporatised state energy companies are increasingly active in mergers and acquisitions on a national and international scale. Countries are losing decision-making flexibility as they invite foreign capital investment to repair old infrastructure, and workers who are used to stable employment are now facing insecurity and stress. Evidence suggests that there is a need for a re-evaluation of the relative financial, industrial, environmental, and economic advantages of different forms of finance and investment into vital utilities, as well as an evaluation of the impact of World Bank/IMF conditionalities and their effect on the decision-making process in these cases.

**e) Cooperate for alternative energy initiatives, utilising the proven capacity and resources of the labour movement to unite workers in actions across national boundaries, even where governments cannot reach agreement.**

The potential for trade union action has been illustrated in cases where trade unions have collaborated on schemes involving energy and transportation. Trade unions have collaborated, for example, on a number of schemes to develop and promote alternate energy. Likewise, they have collaborated with employers and community groups in urban planning reform, and employer-worker enterprise assessments/audits as a way of meeting community targets. This capacity to communicate and educate is key to bridging the gap between producers and consumers, and to balance the growing influence of multinationals. With its world-wide network of union organisations, the trade union movement is well-situated and equipped to contribute; however, it requires greater cooperation with governments and international agencies to support its capacity-building potential.

**f) International agreements, including voluntary agreements, are viable mechanisms for sustainable development in a period of global restructuring. Unions and multinational corporations have signed agreements in the energy field that display the potential for Voluntary Agreements (VA's) in an increasingly globalised economy.**

Trade unions have approved of VA's which strengthen government-based regulations and standards; in fact, broad consensus has been reached among trade unions, business and NGO's that VA's must form part of a mix of solutions, including regulation and standard setting<sup>36</sup>. Several good examples of VA's exist, in which trade unions were prime motivators. The Swedish Confederation of Professional Employees (TCO), for example, has worked with a number of companies to develop criteria to screen performance in six main areas; the 6E's - ecology, emissions, efficiency, economy, energy, and ergonomics, in both workplace and external environments. This standard requires workers' participation and the commitment of upper management. Companies that agree to implement such screening are entitled to use a "6E" label in their marketing. As of 2000, 28 companies are participating in the programme and 4 companies have been certified as "6E-companies." As well, TCO is now extending a highly-successful programme of computer labeling (TCO'92, etc.) to mobile phones. These initiatives are significant, because they link consumption and production aspects and promote demand management through recognisable consumer labels, which attest to high standards. -

Other unions have negotiated international “Framework Agreements” with multinational corporations (applicable to all their subsidiaries) which recognise union rights, workplace equality, health, safety and the responsibility for the environment, a ban on child and forced labour, full cooperation and consultation with workers and unions as the best way to further the interests of the company and its shareholders.<sup>37</sup> Combined with the recent OECD *Guidelines for Multinational Enterprises*, and the planned OECD review of Export Credits, these show that international action can effectively balance the increasing power and influence of multinational corporations with broadened participation of stakeholders. The CSD is encouraged to promote analyses of these instruments, with a focus on verification of performance, as a framework for democratic decision-making. Ultimately, sustainable development objectives must be integrated into trade and investment agreements.

#### **CSD Review of Voluntary Agreements (VA's)<sup>38</sup>**

The CSD1998 Dialogue Session on “Business & Industry” resulted in a CSD Steering Group to review Voluntary Initiatives and Agreements (VA's) relating to sustainable development. Representatives from business, trade unions and NGO's, as well as the CSD Secretariat held a multistakeholder consultation in Toronto, Canada in 1998 to identify elements which should be considered for such a review, and recommendations were subsequently adopted by identifying the following criteria as considered important for evaluating VA's:

- whether they complement regulatory frameworks and other policy instruments, and foster continuous improvements;
- the history which led to their creation, i.e. impetus & context;
- their stated purpose, goals and objectives;
- the extent of multistakeholder participation;
- the commitment by proponents to support their evolution;
- the working methods which sustain and build mutual trust and respect;
- the provisions for monitoring and assessment;
- the provisions for verification ;
- attention to communication for stakeholders and the public;
- the extent to which they promote capacity building

#### **International Agreement Reached over Labour Standards & Environment<sup>39</sup>**

The International Federation of Chemical, Energy, Mine and General Workers' Unions (ICEM), representing 20 million workers, has signed an agreement with German-based Freudenberg that recognises union rights, workplace equality, health, safety and the environment, a ban on child and forced labour, full cooperation and consultation with workers and unions as the best way to further the interests of the company and its shareholders. Freudenberg and its subsidiaries worldwide employ about 30,000 people in 41 countries in production of auto and engineering components, lubricants, etc. with worldwide sales of DM 7 079 million in 1999. All are covered by the agreement negotiated in cooperation with the ICEM-affiliated German union IG BCE, and gives ICEM regular meetings with the company and rights to monitor and verify the Code. The emphasis on global cooperation specifically cites relevant ILO Conventions; as a minimum, #'s 87 and 98 on freedom of association and collective bargaining; #135 on non-discrimination against union reps; #'s 100 and 111 on equal opportunities and treatment; #'s 29 and 105 on forced labour; and # 138 on child labour. The agreement also acknowledges the right of the employees in the Freudenberg Group to freely join trade unions of their choice, to elect workers' representatives and represent their interests in negotiations concerning collective agreements.

- Encourage use of voluntary agreements where they strengthen the application of government-based regulations and standards, as well as other strategies and mechanisms for sustainable development.
- Integrate sustainable development objectives into trade and investment to link economic growth with all three sustainable development dimensions.



In the last 20 years, control has shifted dramatically from the public to the private sector, and pressure is growing to allow foreign ownership to reflect a globalised economy. Changes in transport and telecommunications have enabled the development of what we call economic globalisation, as both have become increasingly detached from local and national economies and are becoming a global service industry. In the last few years, particularly, consolidated transnational corporations operating in an increasingly liberalised trading regime, are beginning to direct transport planning, and remove it yet further from local or democratic participation.

As well, transport decision-making is increasingly dominated by one set of users; i.e., global manufacturing corporations. Their massive and complex logistical requirements, huge inter-company transfers of goods and parts, and their desire for delivery products in a timely and cost-effective manner are beginning to dominate transport infrastructure investment and shape route networks. They also exercise enormous lobbying power to promote deregulation and ever-lower transport costs.

National transport infrastructure decisions are likewise being driven by the need of transport companies to gain a place in the global supply chain. This is clearly illustrated by rail liberalisation in Europe, driven by new intermodal transport logistics companies who are dictating development of ports, with huge container stacking areas, deep water berths, and dredging operations. Accordingly, rail networks are reorienting themselves away from national public service to regional freight networks connecting these ports to continental markets. Both port development and rail liberalisation are being driven by international and regional competition for the business of container shipping, corresponding to the logistics needs of today's huge transnational corporations.

### **Partnerships must depend on democratic relationships and consideration of social impacts**

Partnerships between public sector institutions, industry, trade unions and NGO's can provide for strength and synergy, and just as importantly, lead to cooperation where parties may otherwise operate at cross-purposes. However, they must be based on a truly democratic relationship between parties, acting together for mutual benefit. Partnerships beyond the workplace can re-orient development planning, protect land and ensure accessibility to all groups and can also direct attention to working conditions in core industries involved in energy and transportation and their environmental impacts in surrounding communities. As an example, environmental campaigners, local government councillors, community organisations and trade unions from the port cities of Antwerp, Bremen, Hamburg and Rotterdam worked together to influence political decision-makers on the planning of port development and its impact on the local environment, communities and employment.

Cheap transport has provided new benefits and freedoms for consumers, but these have come at a heavy price in terms of pollution, energy consumption and reduction in the quality of urban life. It has imposed an enormous cost in the exploitation of labour. Cheap transport is a key to global economic development, but today, it is also the biggest threat to the planet's environment.

Non-commercial issues related to transport such as social and environmental impact must be given a prominent place in a period of economic globalisation, reflected in instruments of control adapted to a globalised environment. These goals call for global partnerships. With the British livestock and rail industries, and the electrical industry in California providing painful lessons about the commercial costs of failing to provide regulatory controls, it is an auspicious time to work for a relationship between regulatory control and globalisation.

- a) **True partnerships to promote sustainable development priorities must be formed for more than discussion purposes; i.e., partners must agree to work together to mobilize and coordinate efforts, exploit capacities, and harness resulting synergies.**

Trade unions have found that partnerships function properly only when they are formed on the basis of: full transparency, information and constant communication, decentralization of decision-making (from government and corporations alike), and integration of sustainability issues into public education and communications. Workplace partnerships require attention to basic rights and standards that have been embodied in such international declarations and conventions as the *Aarhus Convention on Access to Information, Public Participation and Access to Justice in Environmental Affairs*, or the ILO's *Declaration on Fundamental Rights and Freedoms at Work* and related instruments.

**TUC and CBI demonstrate the value of partnership in safety programme<sup>40</sup>**

A joint employer/union safety conference in London this year announced plans to double the number of health and safety partnership agreements in the U.K. every year. The partners are the Trade Union Congress (TUC) and the Confederation of British Industry (CBI). A TUC report, *Joining up health and safety: Creating partners in prevention*, says that if more companies and unions adopted a partnership approach to health and safety, 20,000 workplace injuries a year could be prevented, and a third of a million days sickness absence avoided. Safety partnerships began last year with the first ten agreements, covering organisations such as Legal & General and white collar union MSF, Tesco and shopworkers union USDAW, and refuse collectors SITA GB and the GMB.

According to TUC General Secretary John Monks, "Tragedies on the railways and in construction show that where partnerships don't exist, it is vital that we introduce them. Partnership is about revitalising health and safety - breathing life into the relationship between employers and workers, and the case studies we are highlighting today demonstrate that everybody benefits. Partnerships mean fewer injuries, fewer illnesses and fewer days off work." The TUC's new consultancy, the Partnership Institute, is staffed by 26 consultants, who are all experts with human resources, trade union or management backgrounds.

- b) **Transportation to-and-from work is an obvious target for workplace partnerships. A change of focus through workplace programmes to reduce energy consumption for such purposes as commuting to work can impact directly on all transport habits, raising awareness of the implications of personal consumption choices relating to energy.**<sup>41</sup>

Workers and their trade unions have shown what is possible when they are directly involved with their employers and with local planning authorities to address such problems as the 'rush hour traffic' which continues to be a growing problem in virtually all large cities. Since this issue is so closely tied to the organisation of work, solutions can be readily found. Unions can negotiate 'staggered hours of work'. Agreements can be struck with public transit authorities to provide vital passenger guidance, incentives for employees, information and education, programs, experimentation, support for local initiatives, marketing and promotion for public transport, as well as solutions to other problems such as land use and community fragmentation. Such measures should be complemented by efforts to promote the benefits of alternate modes of transportation, including bicycling and walking.

Democratic, participatory decision-making processes involving government, communities, users, industry and labour are needed at the international, regional, national and local levels to promote an integrated transport system based on public interest

**Spanish trade unions show the way.<sup>42</sup>**

The Union General de Trabajadores (UGT) and the Confederacion Sindical de Comisiones Obreras (CC OO) have cooperated with local Environment Councils in projects initiated by local government to raise awareness of the problems of urban transport, and to generate worker and workplace-centred solutions. The two unions have combined in a “Dia europeo sin coches”, to promote 22 September as a day to find ways to carry on daily life without the private automobile. The initiative, which has spread across the European Union, designates certain zones of the city, in which automobiles are banned (with exceptions for emergency, supply, handicapped, etc.), and in which arrangements are made with local businesses and residents to avoid unnecessary disruptions. Not only does it raise public consciousness of the problems; it also allows partners to experiment with alternate ways of designing urban affairs; e.g., planning of stations for proper intermodal connections.

The two unions have also cooperated to produce “El transporte al centro de trabajo”<sup>43</sup>, a practical guide and educational support through which union members can examine the historical development of the problems of urban transport, particularly as they related to workers travelling long distances to work, because of patterns of urban planning and land use. The guide proposes various solutions and practical alternatives that can be promoted through collective bargaining and other avenues. The unions are collaborating on the development of actions to save energy and provide for superior forms of transportation to and from work, in which they are cooperating with the Institute for Energy Alternatives (Instituto para la Diversificacion y Ahorro de la Energia, IDEA).

**Joint ITF/PSI Urban Transport Working Group promotes public urban transport<sup>44</sup>**

The Urban Transport Committee of the International Transport Workers Federation (ITF) works with its Railway Workers’ and Road Transport Workers’ sections, as well as researchers and medical specialists, to monitor development of urban transport, working conditions, and health and safety problems. A joint ITF/PSI Urban Transport Working Group with the Public Services International (PSI) promotes public urban transport, recognising that “sustainable economic and social development requires that the demand for mobility be met by collective public transport, especially in the large conurbations which can only function effectively with an efficient system of public transport services under public control and planned as a network.” ITF and PSI policy recognises that urban transport is a basic need in society, which has a significant effect on the quality of life for all. It calls for comprehensive and coordinated transport policy, involving national, regional and municipal authorities, with large-scale investments to make up for years of neglect and underfinancing. It rejects the privatisation and deregulation of public transport, calling for energy-efficient and environmental alternatives to current patterns. The Committee also calls on donor organisations and international institutions to provide financial assistance for expansion of services, renewal of vehicles and rolling stock in developing countries, where the problem is most acute.

- Promote cooperative efforts with employers, local authorities, and community groups, to reduce use of private passenger cars and other urban transportation problems, and to promote the benefits of alternate modes of transportation and inter-modal networks
- Target the needs of workers traveling to and from work as a sustainable transport priority in local and national action plans.

**c) Global partnerships can turn the tide on a race to the ‘competitive bottom’ in transportation associated with global restructuring, deregulation, privatization and contracting-out. The downgrading of standards signals the need for effective national and international regulation, as illustrated by the shipping industry, which often attempts to opt out of regulation through Flags of Convenience.**

International air transport has operated for more than 50 years under a system of international rules and standards set by the UN’s International Civil Aviation Organisation (ICAO), giving limited participation in its deliberations to both operators and labour, which it recognises as important stakeholders. Although established internationally, these safety and environmental standards are enforced through national government agencies. The most powerful of these instruments are the intergovernmental air treaties, which determine to which countries airlines can

fly. This world system of governance is under constant attack from governments and companies who favour deregulated market access under so-called 'open skies'.

The maritime industry, however, is in a much worse situation. There is no maritime economic regulation; there is no maritime equivalent of international air agreements. Like ICAO, the International Maritime Organisation (IMO) is a UN agency that sets a vast range of industry standards. Trade unions are consulted in this international rule-making process, which is then enforced by national governments. However, governments like Liberia, Cyprus, Panama and others flagrantly abuse their responsibilities by offering themselves as countries of registration, purely as a means of making money. 'Flags of Convenience' (FOC's) which evade safety, social and environmental regulation, now account for a major portion of the sea transport industry, about 51% of total tonnage. An independent International Commission on Shipping published *Ships, Slaves and Competition*, a damning indictment of the industry this year, and the UN Commission on Sustainable Development (CSD1999) itself noted the danger to social and environmental conditions posed by FOC's.

#### Flags of Convenience and Huge Oil Spills: Who Takes the Blame?

When a ship that is built in Spain, owned by a Norwegian, registered in Cyprus, managed from Glasgow, chartered by the French, crewed by the Russians, operated under a Liberian flag, and carrying an American cargo, pours vast amounts of oil onto the Welsh coast, who takes the blame? This was the question raised by the Independent newspaper reporting on the catastrophic oil pollution caused by the grounding of the Sea Empress in 1996 (22 February 1996). Liberia, a major FOC country takes the prize in the world league of oil spillages. In the period 1963 – 1996 14 Liberian registered vessels spilled 1,281,825 tonnes of oil onto the world's seas, demonstrating as clearly as possible the environmental destruction which attends Flags of Convenience.

International systems to regulate these industries are either being undermined or evaded by governments which view them as ill-adapted to a modern world of trade liberalisation, preferring the WTO. Too many governments do not see the need for a genuine *international* enforcement system. Giving ICAO limited powers of international safety oversight and inspection three years ago, thereby breaking the sacred taboo of national sovereignty, was a highly-significant move in the right direction. The trend so far has been positive, and needs to be extended.

Such a solution will not work in the maritime sector, however, so long as Flags of Convenience persist. To address this critical problem, the IMO should be given the responsibility for setting international standards for national registries with the power to remove a country from having the right to register ships, if it violates these standards. As neither the IMO nor ICAO has been granted any responsibilities for employment standards, the trade unions themselves are monitoring employment conditions. More than 100 full-time ITF ship inspectors regularly arrest substandard ships in port. In 1999, they inspected more than 7,000 ships and took action against ships in ports of 30 countries, recovering more than \$30 million in unpaid wages to crews. This has prompted governments to set up port state control systems with which ITF inspectors cooperate. However, there are too few port inspections, and inspections are too superficial.

#### Equasis Database Directs Users To Sustainable Shipping

In May 2000, the governments of Spain, Japan, Singapore, the U.S. coast guard, and the European Commission set up an international database to promote quality shipping, in cooperation with responsible ship owners and seafarers unions within the ITF. The Equasis

- International minimum standards should be set for safety, social and environmental aspects of transport operations, and all countries must meet their international obligations with respect to these
- Eliminate FOC's and other unsustainable forms of transport by enlisting the cooperation of international agencies, national governments and coastal communities

database directs those who contract shipping service to vessels that adhere to minimum safety and environmental standards. It provides a web site on the standards used in individual ships, including whether there is a collective agreement on board.

**d) 'Just In Time' (JIT) delivery demands are reshaping the worlds freight transport system, producing a sharp downward trend in terms and conditions of employment, and violating fundamental principles of sustainable development**

Globalisation requires high-speed delivery at low cost. Seafarers are being ordered to unleash cargoes before they even reach dockside, despite the safety risks, and the cost to dockers' jobs. Thousands of jobs have already been lost to containerisation; computerisation of cargo documentation is resulting in many more lost jobs.

Small package road delivery is the fastest growing transport sector, that depends directly on truck deregulation which has taken place in many countries. For example, when *Harry Potter and the Goblet of Fire* was released for sale on 8 July last year, 250,000 copies were delivered from online book retailer Amazon in one day to homes in the United States by Federal Express trucks, in the largest business-to-consumer exercise in internet shopping history. Drivers are not paid for the hours they wait for loads; furthermore, these lost hours set them back on tight delivery schedules, which they often can make up only by running illegally. While their schedules force them to speed, their pay packets force them to work long hours, as the average non-union driver in the United States works 70 hours per week, well over the legal limit. It is ironic indeed that "just in time" (JIT), which means increased profits for owners, means long frustrating hours of unpaid time and substandard labour conditions for drivers.

**24-Hour Just-In-Time Economy Makes Impossible Demands of Workers**

Low pay and long, unsocial hours is toll that companies are prepared to exact on workers to meet the 'just in time' (JIT) delivery needs of industry. Robert Rothstein, general counsel of the US Truckload Carriers Association, which is opposing legislation to restrict drivers' hours, said it with brutal honesty in the trade journal *Traffic World*: "*Some drivers are away from home 15 to 18 days,*" he said. "*That's just part of trucking's essence of serving the nation that has become accustomed to a 24 hour just in time economy*".

Competitive pressures are leading to substandard trucking operations in all parts of the world. In Europe, emerging time and cost-cutting practices involve the use of 'plates of convenience' by EU trucking operations employing Eastern European drivers with virtually no regulatory or social protection. In the UK, between 25 and 50 per cent of all trucks inspected by the police are found to be in a condition of immediate risk to road users. Road haulage will remain a major part of the transport industry for the foreseeable future, but there must be strict controls concerning the condition of vehicles, the professional qualifications of drivers and in more effective legal protections against excessive driving hours.

**e) The link between health and safety issues faced by workers and the concerns of the public provides a basis for public policy. Joint workplace decision-making structures have proven to be highly-effective in identifying hazards, proposing and implementing programmes for prevention - whether for public or for worker health and safety.**

A lack of attention to worker health and safety concerns in the transportation field may be contrasted to the well-publicised issues of public safety and the measures that have been taken to address them. More attention must be given, for

- Focus on the link between public and occupational health & safety, particularly as it concerns 'human factors'. Employ joint workplace decision-making structures to identify hazards, propose and implement programmes for prevention in both spheres.

example, to the 250,000 fatalities which occur annually in transport-related activities, as well as to the severe fatigue and stress, violence, musculoskeletal disorders, and repetitive work injuries that are increasing dramatically with the introduction of new technology and processes.

The ITF has worked with its national affiliates and with the ICAO and IMO to draw attention to the link between public (operational) safety and sustainable development, and the importance of 'human factors'. Fragmentation of the industry, for example, breaks the 'safety chain' as direct responsibility of operators is replaced by a web of legal/contractual relationships. The trade union strategy is to place emphasis on Professional Standards for employees, and to ask for state-regulated training standards through professional licensing, especially those in the safety chain. In many countries bus and truck drivers are required to hold special driver licences; train drivers and pilots are also licensed. State authorised licensing should extend this requirement to such staff as aircraft maintenance engineers, air traffic controllers and cabin crew, as licences and professional qualifications have the effect of protecting safety personnel from employer pressure to disregard standards.

#### **Dockworkers in India address illegal imports of hazardous substances**

Educated and organised cargo handlers are a first line of protection against hazardous goods entering a country. When a Greenpeace Report indicated that India had become a 'hotspot' for illegal hazardous wastes imported under the pretext of 'recycling', the Port and Dockworkers (an ITF affiliate) decided to take on the issue with the assistance of the ILO ACTRAV, Workers' Education and Environment Project. Although toxic dumping violates the Basel Convention, and the Indian Supreme Court had already banned toxic waste imports, lax enforcement meant that substantial imports were still being handled by the dockworkers. Union safety committees joined with Indian NGO's; Toxic Links India, Shristi, and Greenpeace, to contact the Basel Action Network, (BAN), port authorities, and government inspectors responsible for dock safety. Extensive research was conducted on the imports, especially in minor ports where protective legislation does not apply, and materials prepared for safety committees and union members. Training materials were prepared and a workshop held in 1999 to train a network of union educators on issues of toxic waste and its handling. The Hind Mazur Sabha (HMS), a national union centre, has produced a briefing document referring to the Basel ban its lobbying efforts. Widespread publicity and a broad-based support have already resulted in stricter enforcement of existing standards on hazardous cargo.

#### **Noise: Report Links Workplace and Community Health Concerns<sup>45</sup>**

A new World Health Organisation (WHO) publication, Guidelines for Community Noise recognises the increasing danger of noise as both a worker and public health problem, especially in developing countries. Millions are estimated to have developed disabling hearing difficulties because of exposure to high levels of noise, as well as such medical conditions as hypertension and ischaemic heart disease, which affect reading and work performance, increase aggressive behaviour and the incidence of psychiatric symptoms and admissions to mental hospitals. Although growth in transport steadily produces more neighbourhood noise, few countries regulate it – even though they already regulate community noise from rail, road, construction and industrial plants. Moreover, because cost is the first consideration in economic development, new processes are often noisier than previous ones, and even where noise-reducing measures have been incorporated in machinery design, greater output often generates higher noise levels. WHO offers technical support and guidelines for implementation, extending (and enforcing) legislation and community noise in environmental impact assessments.

- ☛ Protection should be guaranteed, through laws and collective agreements, to employees who exercise the right to refuse to pollute, to work with pollutants or to work in a polluted environment.
- ☛ Governments must intervene through various instruments (e.g. fiscal instruments, quality contracts) to influence standards of transport services
- ☛ Unions must have a consultative role on regulatory bodies and agencies
- ☛ Professional standards and improved training for transport staff in safety-sensitive work must be set and monitored by national regulatory bodies

**f) HIV/AIDS represents a sustainable development issue in transportation, and an identifiable hazard of work, especially for migrant workers, and transport and medical workers in Sub-Saharan Africa. A workplace-centered response**

is justified, because the virus is most prevalent amongst adults of working age, and the workplace also plays a central role in the lives of workers. As well, worker participation is necessary to ensure a sensitive, compassionate approach to its solution.

Action taken by ICFTU and the International Trade Secretariats on the HIV/AIDS pandemic illustrate the trade union focus on workplace action as a key to solving problems related to work. Both the Public Services International and the International Transport Federation have launched campaigns in Sub-Sahara Africa, but require the cooperation of other international bodies, social partners and national governments in order to succeed. Both see workers' organisations as vital to a solution, not only because worker participation leads to more sensitive treatment, but also because unions have an extensive membership, overall organisational capacity, and dynamic ties to such international labour bodies as the ILO.

The ITF has targeted the spread of the epidemic amongst transport drivers, noting such causal factors as waiting times at border crossings and easy access to drivers. The PSI, for its part, is mobilising its world-wide networks, its affiliates, regional structure and its head office for information-sharing, education and training and to support infected persons. It is also initiating social dialogue to establish workplace policies that would help to combat the spread of AIDS, oppose discrimination and protect the rights of workers, whether infected or not. Where PSI affiliates have already initiated programmes for research, education, etc., the PSI's role is to assist with planning, management, communication and coordination.

#### **AFRO launches 5-year war on HIV-AIDS<sup>46</sup>**

The ICFTU's African Regional Organisation (AFRO) is leading the attack against AIDS in sub-Saharan Africa with a 5-year Action Plan which emphasises remedial action for workers in the transport sector, particularly road and maritime transport. It has also gone into the mining communities of South Africa, Namibia and Botswana, in the agricultural communities and plantations of East Africa, as well as the commerce and hotel sector in Kenya, Uganda, and Tanzania. The Plan, which has received a large number of financial contributions, includes on-the-job training, health and hygiene programmes, alliances with AIDS associations, and information campaigns, directed at governments and employers, as well as workers. It also tackles the problems of discrimination which thousands of workers encounter at work when they test HIV-positive, but this is often kept secret by the victims themselves, who prefer to submit quietly to unfair dismissal, degrading testing on job applicants, violations of confidentiality and refusals to promote or train, rather than to reveal their condition to friends and relatives. Some companies, such as Ford in South Africa, are working in partnership with the union to address the problem in a manner that respects workers' rights. As well, unions are tackling the inaccessibility of treatment, and are criticising pharmaceutical companies for drug costs that are kept extremely high by patent protection, backed by international trade rules.

- Promote workplace-centered responses to HIV/AIDS, recognising its incidence amongst adults of working age, the central role of the workplace, and the extent to which its spread is a hazard of work, especially for migrant workers and those in medical and transport areas.
- Work with international institutions, such as the ILO, WHO and USAIDS to integrate principles and priorities on HIV/AIDS preventive programmes advanced by trade unions, and involving workers.

**g) Growing demands will be placed on the public sector in the transition process, especially by the need to respond to problems created by unsustainable patterns in energy and transportation. The time has come for governments at all levels to honour their duty to serve the public interest by taking leadership in these areas.**

The public sector has a key role to play in the transition to sustainable development by promoting discussion, education and democratic decision-making, and by providing basic utilities, such as mass public transit systems. It is sure to be severely taxed, however, by problems created by unsustainable patterns in energy

and transportation; e.g., challenges to national and local health care systems arising out of global climate change. A closely-related priority is independent research and monitoring, vested in a science policy that is independent of commercial interests. Finally, government must provide a strong and reliable regulatory regime, complemented by voluntary agreements and backed by an effective, adequately-staffed inspectorate, (a function which has been badly diminished in many countries).

Trade unions see a lack of commitment from those entrusted to protect and serve the public's interest in sustainable development as the true 'tragedy of the commons', and believe that the time has come for governments to honour their duty to the public interest. Governments have a fiduciary responsibility, for example, to maximize the social benefits of the natural resources under their control; too often this has been violated by inappropriate incentives in the form of allowances that actually accelerate the depletion of natural capital and the growth of waste streams. Finally, too many so-called, 'partnerships' with the private sector fail to retain sufficient government independence to ensure that the public interest is adequately protected.

☛ Fully utilise the public sector and government's duty to protect the public interest by inter alia maximizing social benefits of natural resources and actively promoting sustainable patterns in public affairs. Government 'partnerships' with the private sector must retain sufficient independence to ensure that the public interest is protected.

**h) Public/private 'partnerships' can assist government efforts in this area. Democracy works best at the local level, and trade unions endeavour to make common cause with employers, governments, public education institutions, NGO's, consumer organisations and public research bodies to promote democratic decision-making at this level.**

Local and regional governments, by their very nature, are often in the best position to provide for utilities and services in energy and transportation. They have developed unmatched capacity in all areas of transportation and energy utilities, and increasingly, in new information technology, and these must remain under their control and within the public sector. Wherever control has devolved to the private sector, it is essential there be proper regulation, control and public accountability. As well, local and regional governments have shown that they can enlist the cooperation of the private sector and community groups, as in the case of Denmark's "Green Cities". Governments at all levels can also provide leadership by promoting best practices regarding fuel and vehicle uses; e.g., by using purchasing power for fuel-efficient alternatives, and by downsizing the number of vehicles, minimizing use and employing alternative vehicle and transport options. National governments can ensure proper integration of local and regional initiatives in order to avoid duplication or conflict.

☛ Employers, governments, public institutions, NGO's, consumer organisations and research bodies should join to promote democratic decision-making under the direction of local authorities.



***Dialogue Session Four  
Sustainable transport planning: Choices and models for human settlement designs and vehicle alternatives  
10:00 – 13:00 Wednesday 18 April, 2001***



Current practices, habits and attitudes concerning energy and transportation are deeply ingrained in lifestyles and patterns of human settlement. Changes to transportation patterns must therefore require changes to land use planning and urban development, public transport and other less energy-intensive modes, neighbourhoods and quality of life considerations. Subsidies and other economic instruments must be reviewed with a view to curbing unsustainable patterns and generating funds for transition to sustainability. Democratic, local planning must replace decision-making patterns responsible for the 'downward spiral'.

Probably the greatest single threat to the environment in the future will come from the projected growth of private car ownership and use. Already private cars are choking the world's cities and imposing massive social and economic costs on the people who live in them. The application of free market principles clearly cannot solve this problem. Only a planned approach which combines measures to limit private car use and to promote efficient, comfortable and cheap public transport can solve this problem. For example, a central principle in planning for sustainable development is the internalisation of external costs. This means that transport users should cover the total costs of transport – including costs such as congestion pollution and accidents – which are today paid by society as a whole.

At the national level and at more local levels there needs to be participation concerning decisions governing access to transport services, traffic impact and environmental impact. The social planning of urban transport needs to develop integrated urban transport systems which maximise the use of public transport. This should include government and local government investment in public transport. It may include partnerships between public and private investment, but decision making must be under democratic control and safety and environmental standards enforced by a public regulatory bodies.

- a) Workplace and community action provide the basis for integrating the work of Major Groups and interests in society, local and national levels, and various policy areas, and ultimately replace 'compartmentalized' decision-making, in which groups and sectors pursue their own objectives, with a joint approach to change.**

Trade unions have roots in the community, and have the experience and capacity to assist in local planning and action. Furthermore, the workplace has proven to be one of the most effective forums for communication and education, and worker participation at this level builds awareness and capacity, together with new attitudes towards personal consumption and lifestyles. The overall aim of trade union education is to “empower” and encourage workers to take full responsibility for themselves, their fellow workers, and the community, attributes which can act as a powerful springboard to change when transferred to the community.

In civil society, integration or ‘cross-cutting’ would require all social partners to take broader interests of society into account in their planning. In government, it would require all ministries to: (a) internalize sustainable development objectives in policy design and implementation; (b) review sectoral policies to ensure compatibility with the three ‘pillars’ of sustainable development; (c) employ cost-benefit analysis and social impact analyses; and (d) make managers accountable for sustainable development objectives.

- b) Local authorities are well positioned in the energy/transportation nexus to strengthen decision-making for sustainable development. They already provide a wide range of services in a highly-efficient and responsive manner, and a long tradition of union-management cooperation. They must do more to involve community groups, trade unions, employers and environmental NGO's in local process that feeds into national and international reporting and decision-making.**

Past CSD Sessions have already agreed that effective sustainable development policies require dialogue and partnerships between government, industry, trade unions and civil society. Trade unions support ICLEI's<sup>47</sup> contention that local government are well-positioned to play a central role in cleaner and more sustainable energy and transportation because:

- Promote integration between Major Groups and interests in society, at local and national levels, and in all policy areas to replace fragmented and self-interested decision-making and action
- Promote ‘cross-cutting’ approaches within government to embed sustainable development objectives in all policy decisions and implementation, along with full use of cost-benefit and social impact analyses.

☛ Replace patterns of development that exclude people and their communities with *processes led by local authorities to facilitate* participation and dialogue between governments, trade unions, business, environmental and community groups, as the basis for planning and reporting at the national and international levels. As well, promote the integration of workplace target-setting and monitoring within local authority workplaces.

☛ The principle that the polluter should bear the cost of pollution must be applied to transport industries, and form the basis for shifts in public policy that favour energy-efficient forms of transportation.

- Powers and authority has already been decentralised from national governments to lower levels of government;
  - Local governments operate buildings, vehicles, and facilities which consume large quantities of fuel and electricity, and require transportation;
  - Local governments often control local land use policies, which in turn affect transportation and energy use;
  - Local governments make or exert influence on road, transportation and transit system decisions and investments.
  - Local governments often have regulatory influence or responsibility for building codes, determining the energy efficiency of the local building stock.
  - Local governments manage and regulate parking, traffic flow and transit systems influencing travel mode and length of trip - determiners of transportation energy use.
- c) **Changes in public policy are needed to promote sustainable forms of transport, recognising that transportation is a major factor in climate change and energy use, two of the most serious issues facing mankind today.**

Competitiveness concerns which have dominated decision-making, must be replaced with a will to create a “level playing field” that would, amongst other things, incorporate environmental aspects into transportation planning; i.e., include costs of air pollution and other negative external effects ascribable to the transport sector (traffic congestion, accidents, noise, etc.). Political decision-makers have sufficient data on which to base their decisions; it is high time that responsible decisions were made to stop dumping the costs on the communities and the developing world. Framework conditions must be created that give proper ‘signals’ to the market and encourage the public to use more sustainable forms of transport. Such a change is sure to favour public transit systems, railways, and other modes that have shown greatest potential to support sustainable mobility.

At a time when there is every reason to promote modes of transport that are most energy-efficient, governments continue to under-invest in rail, and the use of rail franchises discourages long term private investment. In Australia, for example, where the railways have been open to competition since the mid 1990’s, the number of people employed in the industry has been reduced from 120,000 employees in the mid eighties to 45,000 today, a pattern that is being repeated in almost every similar instance of privatisation or contracting-out. A report by the Federal House of Representatives in Australia in 1998 said “Without urgent and substantial investment in the infrastructure major sections of the national rail network are likely to become irretrievable in the next 10 years”.

The effects of current trends were most dramatically displayed when the railway system in Britain came to a virtual standstill late in 2000, following the Hatfield rail disaster, which was directly attributed to the fragmentation of the rail system under privatisation. A British railway union leader, Jimmy Knapp, described it in the following terms, “*The whole ramshackle edifice is held together by a series of legal contracts involving Railtrack, train operators, leasing companies, and maintenance companies*”.

- d) **A combination of public and private investment is key to the development of new transportation infrastructure, as only investment which is controlled by and accountable to the public will serve the public’s interest in a sustainable system.**

Based on present expenditures, an estimated \$3,000 billion dollars will be spent on transport vehicles and infrastructure for road, water and air over the next 10 years (Deutsch Verkehrs Bank estimate). As public investment is being withdrawn,

private investment is primarily concerned with the supply chain needs of world trade as determined by global corporations. This is having drastic effects on local transportation systems, as the needs of global supply chains frequently comes into direct conflict with the goals of regional and local planners, who are concerned with the local needs and effects.

Global operators serving global transport chains can still be subject to national laws and local planning, as there are a variety of instruments available to national and local governments including demand management and fiscal incentives. These may also include “quality contracts” that include recognition and enforcement of minimum service and social standards.

#### **Local Authorities Weigh Social Costs of Giant Intermodal Transport Depots**

The city of Austell in Georgia has been fighting the construction of a huge 830-acre intermodal depot by the Norfolk & Southern Railroad, a depot that is projected to generate 3,500 trucks a day. The city spent \$100,000 in legal fees before it realized it could face bankruptcy fighting the railroad, Norfolk and Southern. The company, meanwhile, is shedding 1,000 – 2,000 jobs in an effort to raise productivity and increase profits.

- e) **Workplace education and training are vital to changing deep-seated attitudes and habits. The magnitude of the change required by Agenda 21<sup>48</sup>, makes it crucial to focus on strategies that make both workers and employers more responsible consumers of energy, transportation, and other resources, goods and services.**

Workplace education processes can do much to change attitudes and habits, especially when accompanied by participatory approaches to management that involve workers and their unions. The fact that workplaces play such a dominant role in the lifestyles of workers, means that effective participatory programmes directed at sustainable patterns, will improve workplace performance and, at the same time, have a predictable impact on personal consumption patterns of workers and the community.<sup>49</sup> Several unions have already revamped workplace health and safety programmes to serve ‘sustainable development’ agendas that focus on the community and region. Health and safety committees and other union structures based on rank-and-file action can be adapted to educating and mobilizing trade union members, beginning with their concrete experiences (as opposed to an ‘expert’ approach). Such adaptations require significant change to dominant management approaches (supported by too many governments), in which workers and their representatives are largely excluded from active participation. Unions have also demonstrated a variety of ways in which they can employ other legal and trade union instruments to bring about change, both in the environment, and in the culture of their workplaces.

#### **Spanish union shows way to rank and file action on the environment<sup>50</sup>**

Work by the Spanish Union Generale de Trabajadores (UGT) demonstrate how workplace health and safety programmes can be revamped to serve ‘sustainable development’ agenda with a focus on the community and region. The UGT model begins with the concrete experience of union and community members (as opposed to an ‘expert’ approach). Rank-and-file research into environmental problems in the region is used to introduce a sustainable development strategy, discuss its impact on specific industrial areas, and effective ways to bring about change in both community and workplace. This approach replaces a dominant paradigm of management practice which excludes workers and their representatives from active participation. The UGT-Pais Valencia has produced a guide, Guía Sindical: en material de Medio Ambiente, which adapts

health & safety activities to include all three pillars of the sustainable development agenda. An introduction to the principal problems of the environment in the region is supplemented with an overview of the situation in specific communities in the Valencia region. It examines the economic impact of these problems on specific industrial areas, and upon employment. Finally, it examines the various ways in which trade unionists can employ legal and trade union instruments to bring about change, both in the state of the environment, and in workplace culture.

- ☛ Utilise the link between consumption patterns at work and personal life with strategies to make both workers and employers more responsible consumers of energy, transportation, and other resources, goods and services. Introduce effective participatory programmes directed at sustainable patterns to improve workplace performance and have a positive impact on personal consumption patterns in both home and community.

- ☛ Strike a balance between people-centred and technology-centred approaches in public policy approaches to sustainable development, and create framework conditions to encourage independent research and development, and make new alternate technologies viable

**f) Full and open access to and exchange of scientific and technological data and information is crucial to sustainable development in transportation, especially for expanded research and education. Public policy decisions must overcome increasing barriers to the exchange of data and information, including rising costs of access.**

Public sector cutbacks and growing corporate takeover of research and information management systems threatens the full and open exchange of knowledge. In particular, intellectual property rights affect the availability and integrity of data and information, research and education, particularly in developing countries. In addition, a balance must be struck between ‘people-centred’ and ‘technology-centred’ solutions. While science and technology have enabled tremendous gains in the search for sustainable development, trade unions do not agree that it provides blanket improvements. In fact, technological change has too often accelerated exploitation of natural resources and human capital.

The fault lies not in science and technology, but in the quality of decision-making which affects its role and the framework conditions for its introduction; e.g., removal of harmful subsidies could immediately make needed technologies viable. More public support is needed for basic and applied scientific research to encourage development, demonstration and deployment of cleaner technologies, and for ‘infant industries’ that could eventually become viable in the market. As well, government must accept its responsibility to ensure that science and technology are sufficiently independent to prevent distortions through conflict of interest or private sector sponsorship. Finally, international co-operation on research in alternative vehicle design and other factors is crucial to making transport more sustainable.

**g) Union participation strengthens regulation and inspection, both of which are crucial components of sustainable systems of energy and transportation. Standards must be backed by a strong, trustworthy inspectorate, with full power to set and enforce orders, and take action in case of violations.**

While models developed for occupational health and safety rely on the ‘voluntary’ cooperation of the workplace parties, they also recognise the need for regulation. Regulation is especially needed in the transportation sector, which does not resemble a usual workplace, and presents obstacles to applying standard OHS instruments, especially where vehicles cross national boundaries. Neither can regulation be left to operational safety bodies like national aviation authorities and motor vehicle inspectors, who often lack the specialised knowledge, which is needed. Operational safety regulators (e.g. the civil aviation authorities) must play a key role in setting international safety and environmental standards, such as the ones now being set by ICAO and the IMO with the participation of the ITF (e.g., current recommended international training standards for cabin crew were drawn up in consultation with the ITF).

Globalisation requires international standard setting, which involves participation by the major stakeholders, enforced by an international oversight programme. Such international inspectorates will always rely on national inspectorates. Unfortunately,

from civil aviation authorities to vehicle inspectorates, these authorities are facing cuts in their resources and manpower, while demands on them increase. The ITF is currently working with ICAO on international law to compel countries to accept legal jurisdiction for all incidents of in-flight violence against crews of aircraft. Generally, the Worldwide Air Transport Conferences of ICAO has supported reciprocity in trade relations, as opposed to 'open markets', and defended the rights of developing countries to maintain their full participation in air transport, whatever the market conditions.

#### **TUC Study Reaffirms Importance of Inspections<sup>51</sup>**

A study by the British Trades Union Congress (TUC) reaffirms that high standards mean little if not backed by a well-staffed and resourced inspectorate. A TUC analysis of accident trends in private sector service industries uncovered a direct correlation between local authority safety inspector numbers and the incidence of workplace injuries. (This sector is not served by inspectors from the Health and Safety Commission - HSE) The study revealed that the number of full-time equivalent inspectors for this sector had been cut by 24 per cent between 1996 and 1999, and the number of visits they paid to premises fell by 20 per cent, as each inspector covered an average of 993 workplaces. Whereas employers could previously expect an inspection once every three years, in 2000, they could expect a visit only once every four years. Workplace injuries in the industries studied increased 15 per cent, at a time when injury rates were falling across the economy as a whole. As well, prosecutions for violations of regulatory standards were down, as opposed to the trend in the HSE-enforced sector. TUC has attributed the cut in inspectors to financial pressures faced by local authorities, noting that health, safety and environment generally suffered, as opposed to a growing concern for food safety. As well, it noted a growth in 'New Economy' workplaces, including call centres, retail outlets and the leisure industry, in which musculoskeletal disorders and violence at work are rising sharply.

- Ensure that workplace programmes are backed by a reliable regulatory regime with an adequately-staffed inspectorate with full power to set and enforce orders, and take action in the case of violations. Workers must participate in setting, monitoring, and enforcing of such standards, through their trade unions.
- Provide for effective systems of inspection and enforcement, with new powers for such international bodies as ICAO and the IMO. National inspectorates and regulatory authorities must be fully empowered and resourced.

**h) Producer responsibility must be extended to include end-of-life for ships, trains, trucks, cars and planes. Not only does transportation contribute significantly to total solid and hazardous waste, especially in industrialised countries; increasing amounts of municipal and hazardous wastes increase the demand for transport to recycling, treatment facilities, land fills, incineration plants, and other treatment facilities.**

Trends in municipal disposal clearly illustrate the unsustainability of current patterns of production and consumption, especially in OECD countries where the annual generation of municipal waste increased by about 40% between 1980 and 1997, and projections are that it is likely to increase by another 50% by 2020.<sup>52</sup> Extended producer responsibility (EPR) must become the rule, to vest more responsibility in those who produce and distribute products for their post-consumer phase. Proper EPR programmes can serve to change consumer demand, and production methods, because they draw attention to another side of 'sustainability; i.e., a focus on the product rather than the production facility. Such an approach would change a tradition in which 'end-of-life' was the sole responsibility of government, but it would require the strong participation of all social partners; i.e., trade unions, private and public companies, environmental organisations, and consumers under the leadership of local and national authorities. Consumer behavior must change to favour products that pollute less, waste less, come from recovered materials, and can be reused and recycled. Trade unions have shown that they are in a good position to play a central role in these efforts, especially through eco-audit and eco-label schemes.

Two areas require immediate attention: (i) *ship-scraping*, remains one of the dirtiest and most unsustainable areas, in which labour rights and guarantees are

ignored, as are the most basic environmental concerns; and (ii) *toxic and hazardous products* are often transported long distances, to be dumped in developing countries.

#### Ship-Breaking: A Black Mark on the Maritime Industry<sup>53</sup>

Nowhere is effect of a 'race to the bottom' more evident than in the ship-breaking business, in which workers toil in withering heat with little protection and few rights to scrap hundreds of ships every year for their scrap metal (expected to rise to 2000/year. Since China imposed some environmental and safety standards on the industry, it has moved to India, Bangladesh and Pakistan, where the high tides are suitable, and where residents welcome badly-needed jobs. A recent ILO Report<sup>54</sup> on the industry showed that health and safety legislation is typically ignored completely, as equipment (cranes, lifting gear, pulleys, ropes and chains) is not tested, gas cutters and their helpers cut steel plates without eye protection, protective clothing, gloves or boots, and steel is carried without attention to load limits. Workers are exposed to a witches' brew of hazardous and explosive substances, asbestos, PCB's, lead, mercury, chromates, organic compounds, chemicals, as well as radiation and a whole range of physical hazards that take a terrible human toll and create an environmental nightmare. They often walk barefoot on beaches that are strewn with chemicals, toxins and splinters of steel, and others die or are injured by falling steel plates or equipment. Accidents are not reported or recorded, and workers who are injured or diseased typically lose their jobs.

The ILO Sectoral Activities Department is working with a variety of agencies on this area. A global conference in Amsterdam in 1999 failed to reach agreement and a second is scheduled for 2001. Since it hardly requires more research, and since a large number of national laws, international conventions and ILO resolutions already apply, it requires political will to implement a Code of Practice on Safety and Health in Ship Scrapping. Ultimately, 'extended producer responsibility' requires that the builders and operators of these ships take responsibility for their proper handling and recycling.

- Drastically reduce waste with programmes that influence producers and consumers to favour products that pollute and waste less, come from recovered materials, and can be reused and recycled. Trade unions can assist with education, workplace assessments, eco-audits and eco-label schemes.
- Promote Extended Producer Responsibility to ensure that responsibility for post-consumer products rests with those who produce and market them.

**PART THREE**

# Priorities for the Commission on Sustainable Development

Member States and major groups are encouraged to find ways to utilise the Commission on Sustainable Development more effectively as a forum for discussion. For its part, the CSD must continue to lead with efforts to promote participation by Major Groups, by focusing on the unique and complimentary contributions each can make. Further to Priorities identified in Part Two, trade unions propose the following for CSD2001, as well as for the planning which is now taking place for Earth Summit III in 2002:

- a) *Promote needed policy changes in member countries* by publicising policy changes and effective approaches taken by Member States.
- b) *Encourage strategic planning for change that looks to the long term, in the place of piecemeal approaches.* E.g., member states must move immediately to identify measures for their transport sectors that will contribute to meeting of national emissions targets.
- c) *Build consensus amongst stakeholders* for public participation in local, national and international bodies by engaging a wide range of businesses, NGO's and trade unions in finding solutions to current problems of energy and transportation.
- d) *Promote a workplace culture of cooperation* by promoting positive dialogue between trade unions and employers, and by acknowledging the tremendous capacity for change that exists in over 2 million collective agreements around the world.
- e) *Promote workplace and community models of democratic decision-making* in all stages of planning, implementation, monitoring and evaluation<sup>55</sup> of policies and programmes for sustainable energy and transportation, recognising core labour standards as important.
- f) *Target financial flows in the energy sector* as the key to the financing coherent and adequate transition programmes, in concert with the alternative energy and transportation scenerios. Workers and their representatives must play a role to ensure that funds are effectively applied, and that past 'adjustment' mistakes are not repeated.
- g) *Initiate a critical examination of subsidies and other*

*supports that maintain existing energy and transportation patterns,* and identify subsidies and fees that are consistent with sound policy; e.g., for public transport or protection of workers during transition. Changes to subsidies must avoid regressive social impacts.

- b) *Reinforce a central role for government* and the public sector in regulation, inspection, financial and other forms of direct assistance, and community participation.
- i) *Promote capacity building strategies in emerging areas of sustainable transportation and energy* with trade unions and NGO's playing a key role.
- j) *Adopt an "Income-Poverty" approach to the problems of energy and transportation* as the basis for effective implementation strategies with workplace assessments to evaluate market and public policy measures and to address hot spots and target issues.
- k) *Promote the new OECD Guidelines for Multinational Enterprises*<sup>56</sup> to address the influence of multinational corporations in energy and transportation. Trade unions participated in the development of these guidelines and are pleased that they include implementation procedures, as well as disclosure and performance rules on employment and industrial relations, core labour standards, the environment, and bribery.
- l) *Call on the OECD to review the role of Export Credits* to ensure they are compatible with and promote the social and environmental pillars of sustainable development

### **Multinational Extends Union Rights to its Sub-contractors<sup>57</sup>**

In February 2001, the IFBWW issued an Urgent Action in support of one of its affiliates in Ghana, Construction and Building Materials Workers' Union (CBMWU), which reported anti-union actions against union members involved in a public contract project with the transnational Dredging International, located in Accra, Ghana. The company responded, and CBMWU has been recognised as the sole bargaining agent with the subcontractor, Zoe Royal Company Ltd, responsible for recruiting the workforce. Prior to this

recognition, the union charged that Dredging International remained indifferent to the subcontractor's intimidation of members and other unfair labour practices, yet the company announced that it was not against workers joining trade unions. The subcontractor and the union are still to ratify the negotiated collective bargaining agreement. The IFBWW has a membership of over 11 million members in 285 trade unions in 124 countries.

*m) Promote a central role for international organisations*

The trade union movement occupies a place in the ILO and OECD and welcomes participation in UNEP, WHO and Meetings of Ministers of the Environment, as well as in preparations for Rio-plus-10.

*n) Pursue sustainable development strategies in the context of an international commitment to change.*

The CSD has provided leadership in this regard, and must continue to promote change on such a principled basis as observance of international human rights to:

- Promote sustainable management of the global economy, taking into account growing concern over the social impacts of globalisation, and the concentration of resources, influence, and decision-making power in multinational corporations.
- Bring national energy and transportation policies into the framework of international agreements and protocols, with mechanisms that allow consumers and governments to identify nations and suppliers that violate sustainable development standards.
- Link energy, transportation and natural resource issues to labour policies by promoting cooperation between the WTO and the ILO to ensure that social standards, including core labour standards, become integral to all trade-producing activity.
- Integrate energy and transportation with other policy areas; e.g., land use, poverty eradication, water and energy on which Member States have agreed since 1992, as well as such agreements and accords at such events as the Copenhagen Social Summit.

*n) Promote international attention to the Social Dimension to support Secretary-General Kofi Annan's 1999 call to support the UN Global Compact core values in human rights, core labour standards, and environmental practices.*

**American Labour Body Targets FTAA in Global Fairness Campaign<sup>58</sup>**

The AFL-CIO has sponsored a multi-year Campaign for Global Fairness in advance of the recent Summit of the Americas in Quebec City toward a trade and investment agreement that will encompass the entire hemisphere (except Cuba). It involves their affiliates, international trade secretariats, and the ICFTU in an effort to ensure that workers worldwide know the rights they are entitled to under the ILO's Declaration on Fundamental Principles and Rights at Work by posting those rights in every workplace. It has built alliances with unionists in all countries, environmentalists, students, family farmers, women, people of faith, and indigenous communities to organise teach-ins, corporate tribunals, and street demonstrations to demand that any future regional trade or investment pact reflect their concerns against the excessive secrecy, and the privileged access granted to corporate representatives to the exclusion of representative groups. The goal is, a hemispheric agreement that incorporates: enforceable workers' rights and environmental standards; protection under national and international law for the rights of migrant workers; measures to ensure that countries retain the ability to regulate the flow of speculative capital in order to protect their economies from excessive volatility; debt relief measures to close the gap between rich and poor nations; compliance with the "revised drug strategy" adopted by the World Health Organisation to make public health paramount in trade disputes; equitable and transparent market access rules that allow for effective protection against import surges; and a truly transparent, inclusive, and democratic process, both for the negotiation of the FTAA and for the implementation of any regional agreement.

*o) Lead the way to understanding and addressing the social and economic priorities in energy and transportation development in developing countries, and amongst economically-disadvantaged individuals. This calls<sup>59</sup> for changes to trade and investment rules, including:*

- New ways to govern and work with transnational corporations, taking direction from the OECD process, to regulate and control their conduct.<sup>60</sup>
- Action on trade rules concerning Less Developed Countries, which could be impacted most heavily by any changes to make energy and transportation more sustainable;
- Changes in international organisations such as the World Bank and IMF to address in more equitable ways the terms of debt relief to serve goals such as poverty reduction;

- Differentially positive treatment for the least developed countries to allow them to protect their basic interests and embark on a process of more sustainable development; e.g., through incentives to promote the transfer of beneficial technology to them;
- The use of trade and investment to influence observance of human rights, labour and environmental standards.

Trade unions possess the experience, competence and organisational capacity to participate in all of the above objectives. We are a worldwide movement, capable of linking local, regional and international levels of our organisations in pursuit of a common cause. We look forward to the opportunity to work with employers, governments and our social partners to make the dream of a sustainable, peaceful and equitable world a reality.

- 1 IPCC, *Third Report*, March 2001
- 2 International Energy Agency, Energy Research and Dev. Database, [http://data.iewa.org/iewa/link\\_wds.asp](http://data.iewa.org/iewa/link_wds.asp)
- 3 *Fortune Global 500* list for 2000; ranked by Revenue.
- 4 In 2000: A US\$82 billion merger between Exxon Corporation and Mobil Corporation; a \$200 billion merger of British Petroleum (BP) Amoco with ARCO (Atlantic Richfield Company); Chevron Corporation agreed to acquire Texaco Inc. for about US\$36 billion to create the world's fourth largest oil company.
- 5 OECD, *Draft Environmental Outlook Report in preparation for Environment Ministers*, Dec. 2000, p. 49
- 6 "Holding U.S. Companies Accountable Overseas", IPS-Inter Press Service, 14 February 2001
- 7 Social Dimension refer to alleviation of poverty, security of livelihood, access to food, shelter, water, health & welfare, social security, sanitation, education, transport, and protection of human & economic rights.
- 8 *Employee Participation – a Resource in Environmental Management*, LO, The Danish Confederation of Trade Unions, Spring, 1998
- 9 ICFTU/TUAC, on the ten-year comprehensive review and assessment of implementation of UNCED and preparation for Rio-plus-10, June 2000.
- 10 Recommendations for trade union action are summarized in a 1997 UN document (ECOSOC E/Cn.17/1977/L.4).
- 11 Workplace assessments are undertaken by workers, representatives and employers to identify where workplace performance can be improved. They lead to joint target-setting, monitoring, record-keeping, and implementation, in tandem with enterprise management systems for environment (e.g. Cleaner Production or ISO), health and safety (e.g. ILO Guidelines or Government regulations), internal or 3<sup>rd</sup> party enterprise audits, and Government programmes (e.g. EMAS).. They can also link with community organisations or local governments, and can also be made to work with collective agreements or other special partnership
- 12 Three-fourths of all greenhouse gases come from sources in which waste and pollution can be readily addressed by design and manufacture of clean process equipment and improved technology.
- 13 **Collective Agreements** are legal contracts between employers (or employer associations) and trade unions (as bargaining agents for units of workers), governing terms & conditions of employment, as well as settlement of disputes between parties. Increasingly, they contain green clauses to protect the environment.
- 14 IPCC, *Third Assessment Report*, 2001
- 15 ICFTU Press Release, "The Great Divide",
- 16 OECD *Environmental Outlook*, "Comparisons of Resource Use and Material Intensity of OECD Countries", Draft Chapter, December 2000.
- 17 U.S. Department of Minerals and Energy, Press Release, 12 December 2000
- 18 ICFTU, *Unions identify eight global divides*, ICFTU Online. 012/010129/NO
- 19 The *UNEP Global Environment Outlook, 2000* notes that highest fertility rates tend to be in countries suffering from poverty, food insecurity, and natural resource degradation, and falling fertility rates are correlated with rising incomes and improvements in health care, employment, and women's education.
- 20 ICEM Update "Chernobyl Crisis: Unions Push Social Plan" No. 87/2000, 7 November 2000
- 21 The ILO InFocus Programme on Socio-economic Security has developed strategic objectives and work programmes. See, *Socio-economic security – a medium-term workplan*, ILO, October, 1999.
- 22 Core ILO Labour standards are inferred in the use of the term 'representation security'.
- 23 For example, see *Just Transition To a Sustainable Economy in Energy*, Communications, Energy and Paperworkers Union of Canada, September, 2000, Montreal.
- 24 Hoerner, J. Andrew, *Crafting a Labor-Friendly Climate Plan*, Washington, D.C., Center for a Sustainable Economy, 2000.
- 25 ETUC, *Modern sustainable job creation: Suggestions from the ETUC*, 2000 [www.etuc.org](http://www.etuc.org)
- 26 *Green Jobs: How can we – at one and the same time – create a better environment and more employment, both on the Danish Island of Funen and in Europe?* Report of a Workshop in Svendborg 12-13 March 1998
- 27 ICFTU Press Release, November, 2000
- 28 Moreau, Jan-Erik, *If You Can't Beat the Market, Join It – The Swedish Trade Union Experience in the Electricity Market*, The Swedish Trade Union Confederation, 2001
- 29 OECD *Draft Environment Outlook, November 2000*
- 30 UNEP News Release, *UNEP calls for a clean energy future*, PARIS/NAIROBI, 2 March, 2001
- 31 OECD, *Draft Environmental Outlook*, November 2000
- 32 OECD, *Environmentally Sustainable Transport (EST) project*
- 33 OECD, *Draft Environmental Outlook*, November, 2000
- 34 Kate Bayliss and David Hall, PSIRU, University of Greenwich *Independent Power Producers: A review of the issues* Report commissioned by the Public Services International, November 2000
- 35 Sam Weinstein, PSIRU, University of Greenwich, *The Nordic Energy Market*, Report commissioned by the Public Services International, January 2001.
- 36 A multistakeholder consultation in Toronto Canada in 1999 reached agreement following the CSD1998 Dialogue Session on "Business & Industry":
- 37 E.g.; HOCHTIEF, one of the world's largest construction groups, has signed an agreement with the General Works Council, the German Construction Workers' Union, IG BAU, and the Int. Federation of Building and Wood Workers (IFBWW) committing it to observe anywhere in the world the standards contained in ILO Conventions and Standards. It includes HOCHTIEF subcontractors.
- 38 *Voluntary Initiatives and Agreements*, Report of the Secretary-General to the CSD April (E/cn.17/1999/12), Economic and Social Council, United Nations
- 39 "Sectoral first guarantees labour rights worldwide: Freudenberg And Unions Seal Global Agreement" ICEM Update, No. 63/2000 10 July 2000
- 40 Press Release, *Joining up health and safety: Creating partners in prevention* February 14, 2001 at [www.tuc.org.uk](http://www.tuc.org.uk)
- 41 Prague Conference 2000, "All citizens should benefit from the access transport services provide in a reasonably equitable manner. This implies avoiding excessive dependence on private automobiles, if certain sections of society are not to be excluded". ECMT, *Sustainable Transport Policies*, 2000, p.8
- 42 UGT Euskadi, "Dia europeo sin coches" in *Boletin Ambiental*, Numero 6, Julio 2000
- 43 *El transporte al centro de trabajo: Guia de accion sindical*, produced by CC OO and UGT, March 1998.
- 44 ITF, *Public Urban Transport: The Real Alternative*, 1996
- 45 *Guidelines for Community Noise*, Fact Sheet No.258 at [www.who.int/peh/](http://www.who.int/peh/)
- 46 "African Unions go to war against AIDS", *Trade Union World*, No. 12-1, Dec. 2000 – Jan. 2001
- 47 ICLEI, *Discussion Paper for CSD9*, January 2001
- 48 The World Resources Institute notes the enormous demands on the world's resources by industrialised economies, pointing out that 'material flows' often take place far away, usually in the poorest of nations. *GEO-2000* says "a ten-fold reduction in resource consumption in the industrialized countries is a necessary long-term target if adequate resources are to be released for the needs of the developing countries."
- 49 *Ethics of Consumption: The good life, and global stewardship*, ILO –Labour Doc 315671
- 50 UGT-PV, *Guia sindical; en material de Medio Ambiente*, 2000
- 51 "Thin on the ground; Service sector safety enforcement down: Workplace injuries up" in *Hazards and Workers' Health International Newsletter*, Hazards Issue 72; see <http://www.hazards.org/thinontheground.htm/>
- 52 OECD, *Environmental Draft Outlook, October 2000*, Chapter 16
- 53 ILO, Sectoral Activities Programme, *Is there a decent way to break up ships?* Discussion Paper, 2000
- 54 *Report on Ship-Breaking* (mimeo) prepared by Ataur Rahman and AZM Tabarak Ullah, consultants, ILO Dhaka, October 1999.
- 55 ICFTU/TUAC, *United for Sustainable Development*, Issue 3, June 2000.
- 56 OECD, *Guidelines for Multinational Enterprises*, 2000
- 57 IFBWW Press Release, <http://www.ifbww.org>
- 58 AFL-CIO, *Executive Council Statement*, Los Angeles, CA, February 14, 2001
- 59 This sentiment was expressed in the Financial Times, *If free trade is to serve its purpose, it must not result in a race to the bottom Only negotiated, enforceable minimum standards can solve problems in basic areas like protecting workers and the environment*. R. E. Lighthizer, *FT*, Dec. 4-5, 1999
- 60 OECD, *Towards the Effective Implementation of the OECD Guidelines for Multinational Enterprises*, DAF/IME/WPG(99)