

A Vision for Sustainable Transportation



We Make It Move

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September 2011



Message from the President



Greetings,

The challenges facing our transportation system are enormous. Climate change, the future of oil, and globalization are already reshaping how we move and the machinery that moves us. Dramatic changes lie ahead, and workers, including 100,000 members of our union working in transportation and manufacturing transportation equipment, will be deeply affected.

Our transportation system is simply not meeting the needs of Canadians, and we are not prepared to meet the challenges ahead. We need a made-in-Canada transportation system that is the most efficient, accessible, green and safe in the world. To achieve this goal we must face the issues head on, put forth a vision for the future, propose real solutions, and work to build momentum across the union and within broader movements to win the change we need.

Our union has a proud history of activism on transportation. In 1992 we adopted our first statement on transportation, highlighting the need for public decision-making, challenging deregulation and privatization, and noting the urgent need to address a relatively new issue at the time: climate change.

Since then, we have bargained workplace environment committees and education programs, challenged governments to endorse climate change agreements and corporations to reduce emissions, pursued expansions to public transit, spoken out on the need for better passenger rail and ferry services, and for stability in the airlines.

We've been at the forefront of demands to transform the auto industry through green initiatives and to sustain our nation's ability to build transport equipment. And throughout we've always recognized that in order for workers to make progress we must forge our own ideas, and create our own solutions, independent from government and corporate agendas.

Our vision for sustainable transportation is a continuation of this activism and work. It reflects input from across the union and the urgent need for action. The challenges are complex and there are no easy solutions: fundamental changes are needed. The way forward does not end with this document, it will require ongoing dialogue, creativity and activism.

I encourage you to read this statement, discuss the issues in your Local Union and with your co-workers, families, friends, and neighbours, and participate fully in our efforts to build a truly sustainable transportation system. Because when it comes to making progress, we really can make it move.

A handwritten signature in blue ink that reads "Ken Lewenza". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Ken Lewenza
National President
CAW-Canada



We Make It Move

A Vision for Sustainable Transportation

TRANSPORTATION — IN ALL ITS FORMS — IS ESSENTIAL to our social and economic well-being. How we commute to work, get to school, spend our leisure time, where we live, how our cities and towns are built, and how we link our communities in this vast country are all deeply dependent on our transportation system.

Transportation shapes every aspect of our economy. Consider the amount of transport involved in what we buy every day — our food, our clothes and the household goods that come from far and near. We spend 15% of our household income on transportation. Throughout our history the expanding reach and speed of transportation has shaped this country.

Canada is a world leader in building the machinery that makes transportation systems work. If it moves by road, rail, air, or sea, we make it: cars, trucks, buses, subways, streetcars, locomotives, railway cars, airplanes, helicopters, and ships. These industries are key to our nation's economic success.

By every measure our transportation system is critical. And yet everything about it needs to change.

Each day 657,000 Canadians go to work to move people or things, and another 156,000 spend their working hours building transportation equipment. These workers directly generate \$64 billion worth of economic activity each year — 5% of all output. The value of these activities is important in its own right, but of course transportation extends much further — the rest of the economy, and all of society, would grind to a halt without it.

By every measure our transportation system is critical. And yet everything about it needs to change.

Transportation Must Change

THREE MAIN FORCES ARE DRIVING THE NEED FOR change in transportation. Each is powerful on its own, but as they overlap and reinforce one another the need to forge a new vision, and prepare for the future, becomes more urgent than ever.

Climate Change

Citizens, scientists, and activists around the world agree that we stand at the precipice of damaging and irreversible climate change caused by our addiction to fossil fuels. Urgent action has been needed for many years, but so far our governments have failed to bring about binding international agreements with aggressive emissions reductions. Canada's record is among the worst.

In Canada, transportation is responsible for more than 25% of carbon dioxide emissions, the main culprit behind climate change. Canada's overall emissions continue to grow, and transportation is emitting more greenhouse gas than ever. If we are to have any hope of heading off an environmental catastrophe we must make big changes now.

Peak Oil

To make matters worse, the insatiable use of oil in industrialized countries is being replicated in developing nations, where surging growth is deepening carbon dependence. There is growing agreement, however, that the world will soon, or has already, reached peak levels of oil production, and that supplies are starting to run out. Dwindling supplies, from much dirtier sources like Alberta's tar sands, at vastly higher prices, are in our future.

The price of oil swings wildly and remains near record levels set just before the financial crisis, and many experts see dramatically higher prices ahead. Imagine, for a moment, the impact of a rapid doubling of oil prices on our transportation system, and for the industries making transportation equipment.

Globalization

How are jobs outsourced half way around the world? How are goods that used to be built here now imported so cheaply? What allows employers to ask workers to undo a half-century of progress to match wages and social conditions on the other side of the planet? Transportation plays a key role in globalization.

Social progress in developed economies has been constrained by the three-decade-long project of "neoliberal" globalization. Standing in complete contrast to global relations built on mutual support,

economic development, and solidarity, the neoliberal model is based on unregulated "free" trade, dramatically reduced roles for governments in the economy, and a blind faith in the efficiency of markets. In developing nations, this model has driven growth based too much on export instead of on building a diversified economy.

This kind of globalization hinges on a number of ingredients, including international trade agreements, new institutions to enforce them, the projection of military power, and central to this model is the availability and expansion of cheap transportation designed to serve this project.

Challenging globalization is, in part, about turning our transportation system away from this model, and instead ensuring that it is focused on domestic needs and developing our economy based on different principles.



This is far too important to leave to private decision-making.

For all these reasons — the shape of our daily lives, the future of our communities, heading off environmental catastrophe, the direction of the economy and prospects for social progress — we need to care about what kind of transportation system we have.

We've seen where our transportation system is headed, and it needs to be shifted to new priorities. Clearly we need a plan, and this is far too important to leave to private decision-making without public input and oversight.

Transportation is a Workers' Issue

CAW MEMBERS ARE NOT JUST WORKERS: WE ARE citizens who care about the society we live in, the health and direction of our economy, the environmental legacy we leave for our children, social progress, and a fairer society. The union's role extends well beyond the bargaining table. Along with our allies in social movements and civil society, the labour movement is among the few sustained voices that can challenge the views and interests of private capital.

The transportation sector is central to our union. We represent nearly 50,000 people working in all modes of transportation — trucking, public transit, taxis, school buses, freight rail, passenger rail, airlines, air navigation, aircraft maintenance, ferries, lake freight and, short-sea shipping — in every region in the country, and in the private and public sectors. We also represent 50,000 workers who build transportation equipment in the



automotive, heavy-duty truck, off-road truck, bus, light rail, locomotive, aerospace, and shipbuilding industries.

Together, these transportation and manufacturing sectors represent half of our union's membership. What happens to shape the future of transportation will clearly affect the whole country — but it will affect our members first, and the most directly.

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The changes we need are vast and far-reaching, yet too often workers are wrongly portrayed as being a barrier. When it comes to addressing the challenges faced by our transportation system, too often we find ourselves boxed in, defending a broken system as we fight to preserve our jobs. We need our own vision and guiding principles, and to offer solutions that provide hope that another way is possible.

The State of Transportation Today

OUR TRANSPORTATION SYSTEM HAS EVOLVED AND expanded dramatically over the years. Today there are more cars, roads, highways, public transit systems, freight on trucks, freight on rails, flights, and ships than ever before, and we're doing everything faster. This expansion was possible because of the hard work, dedication, and ingenuity of workers in transportation, and those building transportation equipment.

Yet our transportation system is failing in many important ways, and we're clearly on the wrong path to addressing the most fundamental challenges ahead.

The central feature that shaped the kind of transportation system we have today is deregulation, which took on momentum in the 1980s. This deregulation push was combined with the withdrawal of public participation through Crown corporations in the railroad, airline, and marine sectors. Citizens and their representatives have been increasingly pushed to the margins in order to release the supposed efficiencies of private decision-making driven by profit, and an ever-deeper integration into a neoliberal global economy. Consider just some of the ways this system is not working:

- Canada committed to reducing our greenhouse gas emissions under the 1997 Kyoto Protocol, yet our emissions have actually increased since then, and emissions from our transportation system have grown by 19%.¹
- Our urban centres are increasingly gridlocked. The wasted time and fuel have been estimated to cost up to \$3.7 billion per year.² Commute times have grown to among the longest in the world in our three largest metropolitan areas —



Montreal, Toronto, and Vancouver. (In Toronto the average daily commute is now 80 minutes, the worst in a 19-city global study.³)

In every case these examples of a failing system highlight a retreat from public control and decision making.

- There is simply not enough public transit, and what we do have is underfunded and too expensive, even though demand is strongly outpacing population growth. The Canadian Urban Transit Association highlights a deep spending deficit, and notes that \$53 billion is needed over the next five years just to fix existing infrastructure, replace equipment, and proceed with already planned expansions — let alone develop new public transit systems.⁴
- Global oil speculation has driven up gasoline and diesel prices by more than 75% over the last decade — three times higher than the level of general inflation.⁵ Road transport industries have faced soaring and wildly fluctuating fuel prices requiring endless

surcharges and wreaking havoc on their ability to plan and operate. Owner-operators bear the brunt of these price shocks.

- Fuel use could be cut in half for every type of new car and light truck using existing technologies: hybrids, more efficient engines, clean diesel, electric vehicles, piston deactivation, stop-start motors, continuous transmissions, lightweight materials and low resistance tires are all available now. Most pay for themselves in fuel savings in a few years. Yet the widespread adoption of these technologies has been stalled by leaving it almost entirely up to markets and business-as-usual profit making.⁶
- Canada's airlines are in constant turmoil. The legacy of deregulation and privatization, and the resulting over-competition, has left a wake of unstable and bankrupt companies — more than 25 airline bankruptcies in Canada over the last three decades, combined with fewer services and far higher costs on less-traveled routes.
- Our governments continue to award major contracts for the supply of transit vehicles, passenger rail equipment, ships and military aircraft to offshore manufacturers rather than buying domestically, or insisting on Canadian content and equivalent offset work in Canada⁷.
- Finding ways to better export oil and other unprocessed natural resources is the main focus for public policy on transportation infrastructure. We're building ocean-front "gateways," and aiming for NAFTA "highway corridors" to better link Canada into its role as a global provider of resources. These efforts will only tie us ever deeper to the oil economy, causing our dollar to soar and killing off our manufacturing and other industries.⁸

- Cheap global transport, working in tandem with our open-door trade policies, has helped turn Canada into a net importer of manufactured goods. Four million new vehicles were imported into the NAFTA region last year. And Canada saw a record \$81-billion manufacturing trade deficit, where we had balanced trade a decade ago.⁹
- Everywhere across the transportation system, and in the manufacture of transportation equipment, workers in Canada are facing downward pressure on wages, working conditions and health and safety; the growth of precarious work, threats to outsource jobs across the globe or to low-wage competition next door, diminished rights to organize and growing government interference in free collective bargaining.

In every case these examples of a failing system highlight a retreat from public control and decision making. Our experience clearly shows that leaving key decisions about transportation in the hands of the market has failed.



Principles to Achieve our Goal

Our goal is to create a made-in Canada transportation system that is the most efficient, accessible, green and safe in the world. Given the road we're on and the scope of changes required, the first thing we must do is recognize that fixing this will require big changes, and will take a lot of time. Workers cannot do this on our own — nor should we try.

We need the combined energy and talents of the labour movement, environmental activists, social justice and civil society groups and urban development advocates.

The barriers to the progress we seek are, at their heart, political. Through articulating our vision and a set of principles, and mobilizing among our members and in our communities, we can forge the alliances and build the movements necessary to win change.

Four over-arching principles must guide our actions. Canada's transportation system must be:

1. Environmentally Sustainable

We are looking over the precipice. We must move away from oil and toward sustainable energy if we want to minimize our environmental impact. We must adopt a strategy of reducing inefficient and unnecessary transportation, shifting to more sustainable modes of transportation, and dramatically improving the environmental performance of all modes of transportation.

2. Recognized as a Public Good

Transportation is essential to our social and economic well-being and must be designed to serve public needs. The transportation needs of citizens and communities and the imperatives of sustainable economic development simply cannot be met by profit-driven private decision-making. Governments must play a leading role in transportation through public transit agencies and Crown corporations. And where the private sector is involved, services must be ensured through regulation: the roads, the airspace, the rail beds and the seas belong to people and their use comes with obligations.

3. Made-in-Canada

Our transportation system must support local manufacturing, building to the highest environmental standards. When public investments are made in urban transit, passenger rail, ships and aircraft we must ensure that there are buy-Canadian and domestic content rules. Private sector use of Canada's publicly-owned transportation infrastructure must come with an obligation to support local manufacturing. And we must orient our transportation system away from the priorities of globalization.

4. A Place for Good Jobs

Our economy needs good jobs that deliver a fair standard of living, provide safe working conditions, a measure of security and give workers and their families access to full participation in family and community life. Good jobs in transportation can only be ensured by enhancing workers' rights to organize and guaranteeing free collective bargaining. The building of a truly sustainable transportation system has enormous potential to create employment, and we must ensure that the creation of good jobs is a central outcome of all transportation initiatives.

These principles are our guides — only through implementing them can we build a sustainable transportation system, be environmentally responsible, create good jobs, and develop our domestic industry. Through them, we can bring about the long-term transformation that we need, and advance solutions to address our most immediate concerns.

Sector-Specific Issues and Solutions

TO ACHIEVE A TRULY SUSTAINABLE TRANSPORTATION SYSTEM WE MUST MOBILIZE AROUND PRACTICAL AND IMMEDIATE MEASURES, AND ADVANCE LONGER-TERM SOLUTIONS.

Each part of the broader transportation system must deal with its own unique circumstances. But the entire system faces the common fundamental challenges of climate change, the future of oil and the effects of globalization. These forces will continue to drive dramatic change across every mode of transportation, and in the manufacture of every kind of transportation equipment.

To confront these common challenges we can draw upon our shared understanding — building a truly sustainable transportation system will require a stepped-up role for smart public policy, stronger public input, and greater public investment, oversight, and control. Experience shows us that deregulation and private decision-making simply don't work.

Finding the way forward will require the efforts of many, and hearing from many voices. These are the solutions offered by the people who build the equipment, and keep the system running, every day:

Road Transportation

CARS, TRUCKS AND PUBLIC TRANSIT ON THE ROADS MAKE up the largest transportation sector in Canada. And it also home to some of our most urgent problems, including rising greenhouse gas emissions, climate change and urban congestion. Canada has the capacity to address these challenges and transform road transportation. Our highly-developed automobile, truck, bus, and transit vehicle manufacturing industry can be harnessed to tackle these problems head-on, with unique, made-in-Canada solutions.

CAW in the Sector:

- **60,000 Members:**

20,000 members driving cars, trucks, buses and transit vehicles, and 40,000 members building them.

- **We Drive it:**

Major road transportation employers include:

Coast Mountain Bus	DHL
First Student	B.C. Transit
Blue Line Taxi	Veteran Cab
Grand River Transit	G4S
Reimer	Allied Systems
Brinks	Stock Transportation
TST Overland	CN Transportation
MacIntosh Air Cab	Airline Limousine
Waste Management Canada	

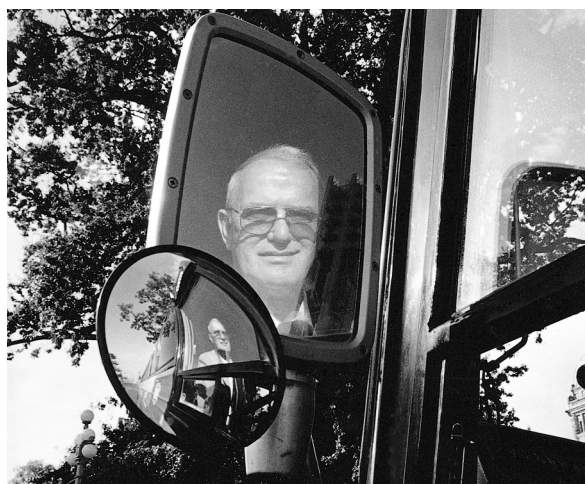
- **We Build it:**

Major road transportation manufacturing employers include:

Chrysler	Ford
General Motors	New Flyer Bus
Paccar Trucks	Orion Bus
Nova Bus	Prevost Car
General Dynamics	Bombardier
Lear Corporation	Johnson Controls
Flex-n-Gate	Dana
Magna	Woodbridge Foam
A.G. Simpson	Cooper Standard
Westcast	

Solutions:

- Double Canada's national fuel-efficiency standards for new vehicles from the current level of 8.6 litres/100 km (27.3 miles per gallon) to 4.3 litres/100 km (54.5 miles per gallon) by 2025 under renewed Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations matching proposed U.S. standards.
- Make major investments in fleet renewal of private vehicles through a "cash-for-clunkers" program to get oldest and least efficient vehicles off the road, tied to purchases of domestic-made vehicles.
- Adopt far-reaching vehicle end-of-life disassembly and recycling regulations and programs.
- Make major investments and expansions in all modes of public transit: buses, light rail, subways, regional trains and ferries.
- Ensure that every mode of public transit meets the highest standards of accessibility for users of all abilities through the retrofit of existing equipment and infrastructure, and the design of future expansions.



- Ensure that public transit is free for students, seniors and the unemployed; and for all riders on official smog days.
- Strengthen workers' successor rights to move with their jobs and collective agreements when contracted public transit services are put up for tender.
- Make major investments in separated bike lanes and related infrastructure in the core of our urban centres.

By the Numbers:

- 20 million cars and light-duty trucks on the road.
- 770,000 heavy-duty trucks and buses on the road.
- 416,000 kilometers of paved road.
- 38,000 kilometers of highways.
- 1.8 billion annual trips by urban transit riders.
- 18 million trips by inter-city bus passengers per year.
- 303 billion kms driven each year by cars and light trucks.
- 213 billion tonne-kms of freight moved by for-hire trucks.
- 2.1 million cars and light-duty trucks built each year.
- 10,000 heavy duty trucks and buses built each year.
- \$26.5 billion annual output from road transportation.
- \$17.8 billion annual output manufacturing road equipment.
- 504,000 employed in road transportation.
- 109,000 employed manufacturing road transport equipment.

Sources: Transport Canada, *Transportation in Canada 2010*; Statistics Canada, CANSIM Tables 379-0027, 281-0023

- Ensure full-consultation, and industry impact assessment, in the development of new fuel efficiency and green-house gas emission regulations for heavy-duty vehicles.
- Institute fleet renewal programs in the for-hire, private and owner-operator freight trucking segments to offset costs and speed transition to much more fuel efficient vehicles.
- Better regulate entry of new firms into trucking to limit the negative effects of over-competition, coupled with stronger standards for labour practices and safety to prevent competition from driving down working conditions.
- Adopt stronger regulations governing the armoured car industry to ensure that firms are sufficiently qualified, and to better safeguard worker and public safety.
- Establish a made-in-Canada energy strategy to control the development of Canadian energy resources and set stable long-run prices for oil and gas that reflect real economic and environmental factors – not global speculation.
- Adopt rigorous “Buy-Canadian” policies for transit purchases of buses, streetcars and subways by all levels of government that

Greenhouse Gas:

- Passenger cars and light-duty vehicles emit 85,000 Mt of green house gas per year (kt CO₂ equivalent)
- Heavy-duty vehicles emit 45,000 Mt per year.
- Road transportation as a whole is responsible for 19% of Canada's greenhouse gas emissions.
- Emissions from road transportation have risen by 11% since 2000.

Source: Environment Canada, *National Inventory Report: Greenhouse Gas Sources and Sinks in Canada, 2011*

include strong Canadian content levels and requirements for Canadian final assembly.

- Require Canadian machinery content in major resource and mining projects to maximize value-added spin-offs from our own resources.
- Target public support for investments in manufacturing toward building the next generation of the highest efficiency cars, trucks, buses, streetcars, aircraft and ships.
- Implement trade policies that favour the long-term development of the local economy, and managed international trade, over more unregulated globalization.

Rail Transportation

OUR RAILWAY SYSTEM HELPED DEFINE THIS COUNTRY, and its creation was a major contributor to Canada's earliest economic expansion. Today, however, the sector is badly in need of a major overhaul. Passengers need access to high-speed inter-city trains and greatly expanded commuter train service. And freight service needs to be better regulated to ensure a high quality of service, safer operations and fair pricing for businesses and communities dependent on rail. Canada has a proud history of manufacturing railway equipment. We must strengthen this sector by safeguarding our existing manufacturing capacity and expanding our manufacture of high-speed trains, greener freight locomotives, and more efficient rail cars and other rolling stock equipment.

Solutions:

- Better regulate freight pricing and service levels to protect communities and industries dependent on rail carriers.
- Immediately commit to building a public high-speed passenger rail network in the Windsor-Quebec City corridor, and between Calgary and Edmonton.

- Expand all inter-city and regional passenger rail services and establish dedicated passenger tracks in high-traffic corridors.
- Ensure that VIA Rail funding for improvements to infrastructure and equipment is used to improve passenger service, and is not geared toward enhancing investor interest as a move toward privatization.
- Resist privatization of remaining public railways, VIA Rail and Ontario Northland Railway, to ensure that they remain in public hands.
- Adopt buy-Canadian and domestic content rules for inter-city and regional passenger rail

CAW in the Sector:

- **13,000 members:**
11,000 members operating and maintaining railways, 2,000 members building locomotives and railway equipment.
- **We Operate it:**
Major rail transportation employers include:
Canadian National Railway
Canadian Pacific Railway
VIA Rail
Ontario Northland Railway
McKenzie Northland Railway
Savage Alberta Railway
Hudson Bay Railway
- **We Build it:**
Major rail transportation manufacturing employers include:
Electromotive Diesel
Bombardier
Griffin Canada

By the Numbers:

- 46,000 kilometres of railways.
- 272 million tonnes of freight moved per year.
- 4.4 million VIA Rail passengers per year.
- 64.1 million annual passengers on commuter rail in Toronto, Montreal and Vancouver.
- \$5.4 billion annual output from railways.
- \$213 million annual output from related manufacturing.
- 32,000 employed in railway operations.
- 3,500 employed in the manufacture of railroad equipment.

Sources: Transport Canada, *Transportation in Canada 2010*;
Statistics Canada, CANSIM Tables 379-0027, 281-0023



Greenhouse Gas:

- Canada's railways emit 7,000 Mt of greenhouse gas per year (kt CO₂ equivalent)
- Railways are responsible for 1% of Canada's greenhouse gas emissions.
- Emissions from rail transportation have not changed since 2000.

Source: Environment Canada, *National Inventory Report: Greenhouse Gas Sources and Sinks in Canada, 2011*

- purchases, and for freight rail carriers as a condition of private use of use of rail corridors.
- Make major public investments in intermodal infrastructure to better integrate rail, marine and road transport.
- Re-orient public investment in rail transportation infrastructure away from the priorities of energy and resource export, and toward local development.
- Adopt measures to improve the fuel efficiency of all rail transport, and toward the electrification of rail from renewable sources where feasible.

Air Transportation

OUR AIRLINES CONNECT COMMUNITIES LARGE AND SMALL in this vast country – for some it is the only link. And air travel is also our main passenger connection to the wider world. But years of deregulation have created an unstable industry where bankruptcies are common and the future is always uncertain. Service has been cut back and smaller communities find themselves at risk of losing further air links. Despite this, Canada remains a world leader in the provision of air traffic control services – our safety record is the best in the world – and we must ensure that this service is not allowed to degrade through unsustainable low fees or exposure to unnecessary economic risks. Air transportation remains a key contributor to greenhouse gas emissions and climate change and must improve its performance. Our highly successful aerospace industry can lead the world in the creation of new, greener aircraft and technologies.

Solutions:

- Reject further “open sky” policies with other countries that will mean more deregulation and destabilization of the industry.
- Re-negotiate existing “open skies” and “blue sky” policies with other countries to ensure better reciprocity and address the large trade imbalance in air travel.
- Better regulate service levels and pricing for air travel to small- and medium-sized locations through strengthening the *Air Canada Participation Act*.
- Make a significant public equity investment in Air Canada to stabilize the national flag carrier and support the pursuit of public policy goals.
- Put regulatory limits on overall capacity growth to reduce the deadweight loss of excess capacity and moderate the sector’s boom-and-bust pattern.

CAW in the Sector:

- **25,000 members:**

15,000 members operating airlines and the air navigation system, and 10,000 members building aerospace equipment.

- **We Operate it:**

Major air transportation employers include:

Air Canada	NAV Canada
Jazz Air	Aeroplan
GTAA	Handlex
ASP Security	First Air

- **We Build it:**

Major aerospace manufacturing employers include:

Bombardier	Pratt and Whitney
Boeing	Bristol Aerospace
CMC Electroniques	IMP Group,
Cascade Aerospace	Heroux Devtek



By the Numbers:

- 49 Canadian local-service airlines with scheduled service.
- 75 foreign airlines with scheduled service to and from Canada.
- 34,000 registered civil aircraft.
- 1,867 land, water and heliport airports and aerodromes.
- 103 million passengers through the nation's airports per year.
- 41 control towers and 58 flight service stations.
- 5.8 million take-offs and landings per year.
- 1 million tonnes of cargo worth \$100 billion per year.
- \$5.8 billion annual output from air transportation.
- \$6.7 billion annual output from aerospace manufacturing.
- 92,000 employed in air transportation.
- 37,000 employed in aerospace manufacturing.

Sources: Transport Canada, *Transportation in Canada 2010*; Statistics Canada, CANSIM Tables 379-0027, 281-0023

- Create a tripartite taskforce on the airline industry, including labour, government and business participation to develop long-term solutions and viable industrial policies for the airlines.
- Invest in next-generation air navigation equipment to improve fuel efficiency by allowing more efficient flight paths.
- Ensure through public oversight and regulation that NAV Canada charges fees that support the growth and improvement of the safety-critical air traffic management system.
- Ensure that NAV Canada remains focused on its role as envisioned by the *Canadian Air Navigation Commercialization Act*.
- Better regulate airport authorities and carriers to cut fuel waste by ensuring sufficient gate capacity, equipment and staffing of ground personnel to minimize idling and delays.
- Regulate the number of airport ground handling operators and set appropriate standards to end the negative downward effects of over-competition on service levels and working conditions.

Greenhouse Gas:

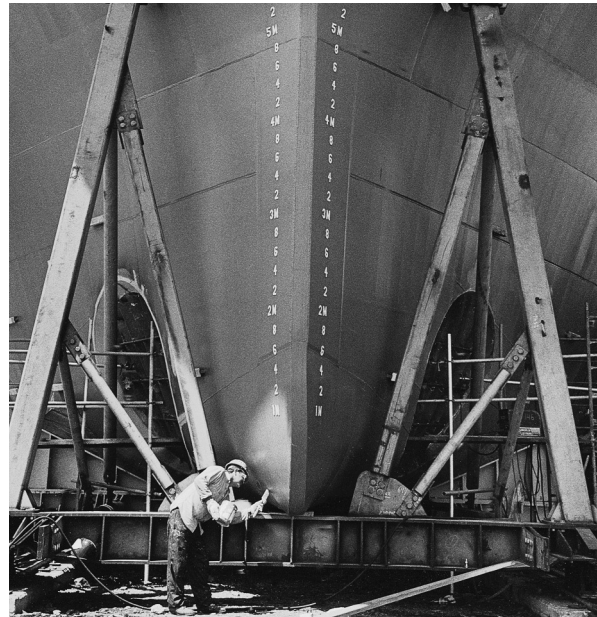
- Canada's domestic air transportation emits 7,200 Mt of green house gas per year (kt CO₂ equivalent).
- Canada's share of emissions from international air transportation is estimated to emit a further 9-12,000 Mt of greenhouse gas per year.
- Combined, domestic and international air transportation account for about 2.5% of Canada's total emissions.

Sources: Environment Canada, *National Inventory Report: Greenhouse Gas Sources and Sinks in Canada*, 2011; Jacobs Consultancy Inc., *Canadian Aviation and Greenhouse Gases*: report to Air Transport Association of Canada and NAV Canada, 2007; NAV Canada

- Adopt buy-Canadian and domestic content requirements for air carriers operating in Canada as a condition for the use of public airspace.
- Extend sales financing programs to the sale of Canadian-made aircraft to domestic carriers.
- Demand managed aerospace trade through reciprocity: Europe, Asia, and Brazil must accept imports of Canadian-made products in return for our purchases of their products.
- Adopt buy-Canadian and domestic content rules for military and other public purchase of aircraft and related air transportation equipment, combined with transparent rules regulating negotiated offset work in Canada.
- Create as Canadian Aerospace Development Council, involving private firms, all levels of government, the CAW and other stakeholders to design and implement a new aerospace strategy for Canada.
- Ensure that public aerospace investment support reflects the regional distribution of the industry, and that policies are geared toward overall growth rather than the transfer of work from one region to another.
- Expand public investment programs in Canadian aerospace, targeted toward building the next generation of most efficient aircraft and strengthening requirements that R&D support translate into production work in Canada.

Marine Transportation

OUR MARINE TRANSPORTATION SECTOR PROVIDES ESSENTIAL ferry services for our coastal communities and serves as a vital freight link to the rest of world. Moving people and freight by water remains one of the greener modes of transportation, yet we greatly underutilize the potential of our Great Lakes and short-sea shipping because of the lack of investment in intermodal connections. Our lax



regulatory oversight hinders the development and expansion of an even stronger domestic shipping industry. Canada is renowned for the high quality of our shipbuilding industry, yet for too long we've lacked the public policies needed to support and build on this legacy.

CAW in the Sector:

- **4,000 members:**
2,500 members operating ferries and marine transportation services, and 1,500 members building ships and marine equipment.
- **We Operate it:**
Major marine transportation employers include:
Marine Atlantic
St. Lawrence Seaway
Bay Ferries
Northumberland Ferries
- **We Build it:**
Major shipbuilding employers include:
Halifax Shipyards
Kiewit Offshore Services

Solutions:

- Adopt a Canadian equivalent of the U.S. *Jones Act* that would require the domestic ownership and sourcing of ships and crews using our waterways.
- Support the H2O Highway initiative to expand intermodal connections to Great Lakes and short-sea shipping.
- Ensure the highest made-in-Canada economic spin-off benefits through the National Shipbuilding Procurement Strategy by selecting the Halifax Shipyards as one of the two major suppliers to the Canadian government.
- Protect and expand public ferry services and implement a fleet renewal program.
- Re-establish the Shipbuilding and Industrial Marine Advisory Committee to ensure that workers voices are heard on key policy initiatives.
- Adopt buy-Canadian and domestic content rules for public purchases of ferries, coast guard and military ships.
- Add value to Canadian resources extraction by ensuring Canadian manufactured content in offshore oil and gas developments.
- Implement a Great Lakes shipping fleet renewal program, linking public investment to the purchase of Canadian-made ships and higher environmental standards.

By the Numbers:

- 67 Transport Canada administered ports.
- 17 federal Port Authorities.
- 25 major ferry services.
- 195 Canadian-registered vessels over 1,000 tonnes.
- 55 million tonnes of cargo through St. Lawrence seaway per year.
- 1.8 trillion tonne-kms of marine freight traffic per year.
- \$984 million annual output from marine transportation.
- \$520 million annual output from shipbuilding.
- 29,000 employed in marine transportation.
- 6,500 employed in shipbuilding.

Sources: Transport Canada, *Transportation in Canada 2010*; Statistics Canada, CANSIM Tables 379-0027, 281-0023

Greenhouse Gas:

- Canada's domestic marine transportation emits 5,100 Mt of green house gas per year (kt CO₂ equivalent)
- Marine transportation is responsible for less than 1% of Canada's greenhouse gas emissions.
- Emissions from marine transportation have not changed since 2000.

Source: Environment Canada, *National Inventory Report: Greenhouse Gas Sources and Sinks in Canada*, 2011



Moving Forward

THE CHALLENGES WE FACE ARE ENORMOUS, AND MAJOR CHANGES ARE NEEDED TO PUT US ON A PATH TOWARD A TRULY SUSTAINABLE TRANSPORTATION SYSTEM.

The growing impact of climate change, the future of oil and globalization are rapidly shaping the future for workers who keep our transportation system running, and those who build the equipment that it depends on.

Winning the changes that we need will require challenging some powerful interests — there are many who are content to profit from the path that we are on. We will need to change perceptions about the role of governments, public policy and the limits of markets in this essential part of our social, economic and environmental well being.

Decades of deregulation and the retreat from public decision making, investment and control have clearly failed to build the transportation system that we need. But there are alternatives: The list of solutions we offer is already far-reaching and others will emerge.

The history of the labour movement has shown that when progress is needed we cannot stand back and wait for someone else do the work. We must continue to dedicate our collective efforts to engage with our members in our workplaces, with the public in our communities and with our allies in the progressive movements.

Renewing our principles, and proposing concrete solutions, builds upon our proud record of activism. Moving forward from here will mean outreach, education, mobilization, campaigns and actions – and the CAW will be at the heart of it all. We will make it move.

¹ Environment Canada, *National Inventory Report: Greenhouse Gas Sources and Sinks in Canada*, 2011

² Transport Canada, *The Cost of Urban Congestion in Canada*, 2006

³ Toronto Board of Trade, *Toronto as a Global City: Scorecard on Prosperity*, 2010

⁴ Canadian Urban Transit Association, *Transit Infrastructure Needs for the Period 2010-2014*, 2010

⁵ Statistics Canada, CANSIM Table 326-0009

⁶ U.S. Department of Energy, *Energy Efficient Technologies*, www.fuelconomy.gov/feg/tech_adv.shtml

⁷ E.g.: Vancouver subway, York buses, DND buses, BC ferries, F-15 fighters, fixed-wing rescue aircraft

⁸ E.g. Pacific Gateway strategy, NAFTA corridor strategy

⁹ Industry Canada, Strategis Database, 2011





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