

National Transport Discussion - Draft Only

This is a very initial set of ideas - meant for discussion purposes only. This draft will clearly require extensive development and changes

Below are some initial ideas. It is clear that there has to be further discussion to revise and/or deepen these concepts.

The suggestion is that next steps include:

- 1. A specific review of the transportation statement by each council - leading to suggestions on what needs to be updated*
- 2. A review of the questionnaire to see what needs to be changed/improved*
- 3. A discussion on this initial draft*

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Why Do We Need an Updated National Transportation Strategy?

The issues facing us are the following:

1. The economy including manufacturing and transportation are suffering the dramatic effects of market liberalization - ie the bending of the economy to
2. Our wages, benefits, safety and working conditions are deteriorating in the transportation as a result
3. The environmental pressure to reduce energy consumption will continue to grow because of climate change and the increasing price of oil
 - ✗ The cost of the inevitable changes that will result will be born by the workers unless we take control of the agenda

The Proposal

To develop a national transportation strategy which outlines how to link rebuilding the manufacturing base and the independence of the Canadian economy to a coherent national transportation strategy - a strategy based on the needs of workers and citizens; a transportation strategy that meets and surpasses environmental objectives; and one that puts us in a position to have decent, safe, well paying jobs. An integral part of this strategy is to build support for each others demands and struggles.

We can use this strategy to:

1. Build a powerful campaign for transportation, jobs and the environment that will have popular support among Canadian citizens

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2. Strengthen solidarity within our transportation sector with an aggressive strategy for change and with a better understanding of each others issues which will emerge from this effort.
3. Develop Build coalitions with:
 - ✗ National and regional associations of cities
 - ✗ National and regional transportation ngo's
 - ✗ the major environmental organizations

The objective:

This initially looks at transportation outside of auto - but a plan for auto has to be integrated with it.

Propose to develop a plan that builds on the current Transportation Statement and:

1. Outlines a strategy to develop rail, marine, road and air transportation in a manner which addresses the following principles (already union policy):
 - ✗ Recognition of the central importance of transportation. This implies a corresponding national commitment to major investments in transportation.
 - ✗ The limits of leaving transportation decisions to the market. At the core of a transportation policy is the need to include a wide range of factors that market signals ignore and misrepresent.
 - ✗ Balance and integration of different transportation modes. Relying on "competition" undermines real choices and effectiveness.
 - ✗ Transportation services as a right of citizenship. Transportation policy must reinforce the goals of individual and regional access and equity.
2. Links this strategy to a clear plan to manufacture expanded transportation systems in Canada

What Is The Method?

Review, update and deepen our 1992 CAW Transportation Statement including:

1. Current status of transportation operations
2. Current description of the status of manufacturing transportation equipment
3. Trends with respect to wages, benefits, working conditions
4. The environmental challenges
5. A plan for an integrated transportation (operations and manufacturing) strategy that defines the social and environmental benefits to the Canadian economy and Canadian

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workers, points the way to developing good jobs for CAW members and defines a means to build solidarity in the fight. This plan would integrate a strategy each sector of transportation and the manufacture of transportation equipment (including estimated job creation and the spin off impacts)

Our Starting Point - The Key Principles Defined in the 1992 CAW Transportation Statement

Our 1992 Transportation Statement made the following strategic points which are still relevant today:

1. We represent around 125,000 transportation workers who provide transportation services and manufacture transportation equipment: airline workers, rail workers, bus drivers, workers involved in the manufacture of cars, trucks, trailers, airplanes, buses, subway cars, inter-urban trains and locomotives.
2. Canadian Transportation Policy" inevitably addresses issues central to the broader national agenda: national unity, regional equity, jobs, the environment.
3. The role of transportation is important in any economy, but has been particularly important in Canada because of our geography, population dispersion, climate, and the implications of trying to build and sustain a prosperous, independent nation beside a powerful and dominating neighbour.
 - ✗ For example the development of rail system in Canada was a
 - part of uniting Canada
 - influenced location of cities
 - and combined with tariffs - influenced the creation of the steel industry
4. Transportation is a significant sector of business expenses, involves a million plus workers, uses 30% of Canada's energy and is key to various issues in our social structure. It is both a key factor in any climate change strategy and critical to our economic base.
5. Transportation policy must be part of the development and strengthening of our economic base.
6. Expanding transportation and the accompanying expansion of manufacturing can equalize development in the economy across the country

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A review of the initial surveys completed shows:

- 1.** little in the way of environmental transformation initiatives in the transportation sector
- 2.** a general and increasing support for environmental initiatives among the membership
 - 1) provided there is no associated job loss
- 3.** wages and working conditions are:
 - 1) higher and better, as a rule, in publicly owned companies
 - 2) under pressure across the board
 - 3) deteriorating the non public workplaces
 - with particular pressure on owner-operators

A review of the national transportation proposal put forward by the Council of the Federation - a joint effort by all the provinces and territories - in 2005 has the following problems:

- 1.** a strategy that depends primarily on designing transportation to meet export with little thought the needs of internal markets - thus keeping us chained to a globalization strategy that is destroying workers rights, social protection, and the environment
 - 1) leads to a depletion of natural resources with no long term plan to address economic problems that arise as the resources run out (assumes we will have them forever)
 - 2) no consideration of the processing of natural resources internally
 - 3) does not factor in the danger of significant increases in the price of oil with respect to how it can impact negatively on the economy particularly the effect on
 - the export of manufactured goods (will be increasingly limited) and the import of goods (will become increasingly expensive)
 - the realignment of global economies
 - 4) does not address the social needs of Canadian citizens as an integral concern of transportation and access
- 2.** Though addressing the needs of specific regions in the country, does not address integrating the economies of the regions and tends toward a further regionalization and decentralization of the country -making effective national policy and development that much more difficult

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- 1) Turns the north into a resource driven export economy with no consideration of the environmental implications nor of the economic, geographic or social interests of northern residents
- 3.** While calling for massive government spending in certain sectors of transportation - mainly highways and mass transit in cities - relies on deregulation of government policy to stimulate other transportation sectors
 - 1) Open skies in air transport
 - 2) Flexible financing systems and greater control of investment by ports
 - 3) More balance of the interests of "rail users" with those of national rail carriers by recourse to other forms of shipping.
- 4.** While calling for a specific use of government fuel tax revenues to fund highways and mass transit
 - 1) It does not address the relationship between increased funding for transportation and increased manufacturing leading to increasing overall revenue and improved Canadian economy
 - 2) Does not provide for any funding mechanism for other forms of transport
 - Does not even look at road transport and its needs
- 5.** Does not address the greening of transportation - much less a manufacturing strategy to go along with it- eg: little or nothing on greening
 - 1) Truck transportation
 - 2) Ports
 - 3) Air
 - 4) Rail
 - 5) Marine

The proposal

The current assumptions on which we can base a national transportation strategy include: the long term price of oil will continue to rise - maybe even exponentially given the depletion of the resource; the pressure on the working class in terms of wages and working conditions will continue to intensify - given the ongoing commitment to globalization and fluidity of capital and the rise of other economies globally; the environment will continue to deteriorate and add pressure to the urgency for action on transportation alternatives.

- 1.** A fundamental expansion and realignment of transport in our country
 - 1) While recognizing the ongoing importance of export, increasing dramatically the east-west-north transportation options within the country

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- 2) Planning transportation expansion consistent with meeting Canadians social needs as well as the economic needs and with protecting the environment
- 2.** A clear link between expanding transport and a manufacturing strategy - regionally based and meeting the needs of the entire country - moving us more toward an internally strong economy not so totally dependent on export
- 3.** A greening strategy that
 - 1) Realigns the transportation mix while assuring a more even development of all forms of transport
 - 2) Greens every form of transport
 - 3) Links to a manufacturing strategy that meets the needs of the entire country
 - 4) Greens manufacturing of transportation equipment
- 4.** Significant government investment, including the use of crown corporations, in transportation and the accompanying expansion of manufacturing
- 5.** Regulation of all Forms of transport ensuring
 - 1) Safety for workers and citizens
 - 2) Protection for Canadian transport needs
 - 3) Canadian content requirements in transportation equipment purchases
- 6.** A series of immediate steps that moves us in that direction.

Some Ideas for Immediate Steps:

A national transportation strategy would call for massive government investment in transportation and associated manufacturing - expand the manufacture of transportation equipment to meet expansion, maintenance and greening of transportation in the country. It would also call for

- 1.** Road Transport
 - 1) Regulation protecting health and safety of workers and rights for owner operators (including clear recognition of large shippers as employers with responsibility for investment)
 - 2) Public investment in greening road transport along with a recognition that major shippers must invest and will get returns - responsibility cannot rest with owner operators
 - 3) Expansion of inter urban bus transport - giving increased low cost access to citizens transport needs
 - 4) Greening of inter urban bus transport
 - 5) Integration of road transport with the other major forms of transport

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2. Marine

- 1) Rebuild the great lakes fleet and invest in the maintenance of the St. Lawrence Seaway
 - Greening the fleet
 - Linking with other forms of transport
- 2) Expansion of ferry services
- 3) Expansion of coastal shipping routes
- 4) Expansion of shipbuilding across the country

3. Rail

- 1) Invest in greening technologies
- 2) Reestablish local rail connections
- 3) Massive expansion of passenger rail
 - High speed rail transit
 - Expansion of rail access to small communities

4. National Highway systems

- 1) Invest in maintenance of national highways and infrastructure

5. Mass Transit

- 1) Expansion of urban transport
- 2) Greening of urban transport

6. Air

- 1) Expansion of air access to smaller communities throughout the country
- 2) Greening of air transport

7. Specialty Vehicles

- 1) Greening of specialty vehicles
- 2) Expansion related to increase in manufacturing and expansion of other forms of transport