

*“The social impact of EU transport infrastructure policy”*

**ETF CONTRIBUTION**

Extension of the major trans-European transport axes to  
neighbouring countries and regions

Public consultation conference

5 April 2005



# European Transport Workers' Federation

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## The ETF

- European Federation organising transport trade unions
- 2.6 million transport workers / 216 affiliated members / 40 European countries / all transport sectors, fisheries & tourism
- European social partner – Sectoral Social Dialogue at EU level in rail (with the CER), road (with the IRU), Maritime (with the ECSA), civil aviation & Inland navigation (with the EBU & ESO)



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### **ETF's contribution on the extension of the TEN-T**

- SOCIAL IMPACT ASSESSMENT
- principle of 'SOCIAL, ENVIRONMENTAL, ECONOMIC SUSTAINABILITY'
- mechanism for CONSULTATION of social partners (ex. via project coordinators)
- SOCIAL STANDARDS
- SECTORAL-RELATED MEASURES: support for national rail connections; integration of ports & airports; safe & adequate rest facilities for drivers; revival of lower Danube



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### Why the need for **SOCIAL IMPACT ASSESSMENTS?**

#### **The rail sector example**

**Rail transport:** European needs / domestic needs result in impact on labour & society: EU transport infrastructure attracts the bulk of investments & national budgetary resources → local lines close down / no investment in rolling stock → loss of jobs, limited access to mobility for low income people / reduced capacity of national operator to meet national & European traffic needs

Holds a significant employment share nationally; main mode of transport in a centrally-planned economy; target internal market related changes (infrastructure & liberalisation) and reduction of public budget deficits



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### **Western Balkans (SEE) & Eastern European neighbours**

- extremely precarious balance: 'political stability = economic development = social stability = political stability'
- a national transport network distribution still organised around a centrally planned economy
- existing precarious social / labour market conditions
  - ❖ long-standing unemployment rates: 20 to 30%
  - ❖ lack of capacity to address unemployment
  - ❖ high rates of poverty & migration of active population



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### **Western Balkans – labour market / social situation**

#### **Unemployment rates (2003)**

- **Albania:** 14.9 %
- **Bosnia and Herzegovina:** total rate 41.0%
- **Croatia:** 14.0%
- **FYR of Macedonia:** total rate 36.7% / people above 25 years of age 58.4% (2002)
- **Serbia and Montenegro:** 30.0% / people above 25 years of age 46.5% / long term unemployment share (2002) 75.6%

*Source: national statistics & "European Economy" – occasional paper / DG Economic & Financial Affairs*



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### **Eastern European countries: 'sustainability' and illegal labour migration**

**Moldova:** official unemployment rate 20%; 80% population live in poverty; 25% active population work abroad. In 2002, cash inflows from Moldovan migrants were 3 times the level of the FDI. Cash inflows were expected to triple compared to the 2002 level.

*Source: SEE Review for Labour and Social Affairs, Hans Bockler Stiftung; National Statistics*

**Ukraine:** official unemployment 3.7%; 29% population living in poverty; 4 million people work abroad.

**Visegrad Group countries (V4) buffer zone between Eastern Europe and EU:** 40% of overall number of Ukrainian labour migrants aim for the V4.



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