

A Fair Australia
Transport
Policy
ACTU CONGRESS 2003

Land Transport

1. The ACTU supports and will campaign for:
 - (a) The creation of a national land transport network consisting of the National Highway System, the Interstate National Railway system together with nationally and regionally important major roads and rail links including effective links to ports and airports.
 - (b) A single national transport infrastructure fund covering both road and rail with a common set of criteria for investment (including economic, social, safety, environmental and regional criteria, with this criteria including a high level of local content for all rolling stock and infrastructure construction as a condition of all contracts).
 - (c) The establishment of a National Transport Commission with increased funding to provide a focus for ongoing regulatory reform for the road and rail industries.
 - (d) The establishment of a National Transport Advisory Council, which addresses both freight and passenger transport issues including the development of a National Transport Investment Plan.
 - (e) The inclusion of union representation on the Australian Logistics Council, National Transport Commission and National Transport Advisory Council to ensure transport workers concerns particularly relating to safety and security are addressed.
 - (f) The development of a national passenger transport strategy.
 - (g) The Federal Government providing financial assistance to State Governments to improve and extend public transport, to integrate transport, land and environment objectives and to work in co-operation with State and Local governments to achieve

greater use of public transport and sustainable transport modes such as walking and cycling and lessen dependency on cars.

- (h) An alliance of unions, user groups, community and industry organisations to campaign to fill in the missing links of the Federal Government's AusLink proposal and for a greater role for public transport in urban and regional areas.

Maritime and Stevedoring

2. The ACTU:

- (a) Supports the retention of Cabotage on the Australian coast and condemns the wholesale abuse of the single and continual voyage permit systems by the Federal government.
- (b) Identifies our coast as an Australian workplace and the carriage of coastal cargo from one port to another as Australian work.
- (c) Condemns those who invest in "Flag of Convenience" shipping as a way to maximise profit at the expense of Australian jobs, environment and security.
- (d) Calls on State and Federal Governments to encourage investment in a robust, safe and viable shipping industry for the protection of jobs, environment and national security.
- (e) Supports recognised shore based work as being appropriately performed by stevedores or shore based employees.

Aviation

3. The ACTU will work with affiliates to ensure:

- (a) The safety and interests of the general public and aviation workers are placed before profit and obscure notions of competition.
- (b) A campaign of opposition to any further entrant into the Australian aviation industry intending to operate in direct competition with existing carriers.
- (c) A coordinated approach to enterprise bargaining to ensure the terms and conditions of aviation workers are maintained and improved.
- (d) The use of overseas-based labour employed on inferior contracts by Australian carriers is eliminated.

- (e) That the use of overseas-based carriers by Australian companies to avoid appropriate Australian terms and conditions is strongly opposed.
- (f) The contracting out of services and use of labour hire companies is kept to a minimum.
- (g) Access and assistance to on the job education and training is improved.
- (h) Aviation safety organisations focus on safety and protection of the Australian public by:
 - (i) retaining Airservices Australia as an efficient public aviation service provider of air traffic services, aviation fire services and national airways maintenance and installation services;
 - (ii) ensuring regional communities have proper access to safety services;
 - (iii) ensuring CASA is appropriately resourced and focussed on safety regulation;
 - (iv) ensuring that the ATSB has access to adequate resources to continue its efficient and effective, independent role in accident and incident investigations; and
 - (v) transferring any contracted out air traffic services, fire services, national airways system maintenance and installation and support services back to the public sector to ensure that the risk to the travelling public is minimised.
 - (vi) Airservices Australia is directed by Government to revert to a network charging system and to discontinue its current location specific charging policy.

International Solidarity

4. The ACTU will work with local and international transport industry unions and the International Transport Federation to build international links and solidarity.

Women in Transport

5. The ACTU will work with affiliates to remove the many barriers to employment and retention of women in many sectors of the transport industry and will continue to actively support women's networks and representation.

Transport Safety

6. The ACTU will work with affiliates and the industry to ensure the safety of transport workers comes first.
7. The ACTU will campaign to ensure:
 - (a) the aviation passenger to cabin crew ratio is not reduced;
 - (b) that maintenance and engineering standards are maintained;
 - (c) that there are appropriate and agreed means of dealing with drug and alcohol use;
 - (d) that the general public and transport workers are secure from any external threat;
 - (e) that regional airport security is to the same standard as major airports;
 - (f) that all cabin crew including regional carriers are provided with accredited safety and security training; and
 - (g) that there are appropriate national occupational health and safety standards for the transport industry, particularly as they relate to fatigue.