

In France, in 2018, transport accounted for 31% of greenhouse gas emissions and 40% of CO2 emissions. In both cases, journeys by car connected with work were the main cause. In 2015, motor vehicles were the means of transport most used to get to work, accounting for 70% of such journeys.

Ways of travelling between home and workplace are marked by social and territorial inequalities. In rural municipalities, only 17% of inhabitants say they can choose their mode of transport, as against 67% in metropolises' city centres. Sparsely populated areas have the highest proportion of daily motorists, 64% as against 31% in metropolises' city centres and 5% for the centre of Paris. In some households, budgets devoted to mobility can come to as much as 40% of income.

In a context marked by the development of means of transport, communication systems and increasing interdependence of markets, spatial mobility has become an essential factor in adaptation to the labour market's expectations. At the same time, metropolisation has accentuated geographic concentration of jobs while the rise in housing prices in the most dynamic territories has led to the most economically fragile part of the population moving to peripheral areas with inadequate

public transport services. The most difficult mobilities are a major burden on the poorest households. According to the Agence de l'Environnement et de la Maîtrise de l'Énergie (ADEME – Environment and Energy Management Agency), 20% of the working-age population have no easy access to a means of transport.

For many jobseekers, difficulties in finding employment, at a time when the nature and geography of economic activities are undergoing radical change, are coupled with an injunction to mobility. Whether this is expressed by a lengthening of daily journeys that takes its toll over time, or whether it leads to a poorly prepared and unwelcome change of residence, such forced mobility risks aggravating personal situations.

The goal of achieving a rapid and significant reduction in greenhouse gas emissions challenges the model for mobilities connected with work and employment that established itself in the mid-20th century. This ecological emergency also reveals the ongoing weaknesses in current organisation of mobility with regard to social and territorial cohesion.

texte non définitif



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The ESEC's proposals

In the context of the ecological transition, the mobility policy should be everybody's business, with varying degrees of responsibility and support. This being so, the ESEC's recommendations have three targets. To the public authorities, it recommends implementation of a spatial planning policy contributing to better management of home-work journeys. To social partners and territorial actors, it recommends negotiating mobilities and improving their cooperation in implementation of mobility plans. Finally, the ESEC recommends measures of social and environmental justice reinforcing all actors' adherence to the ecological transition policy.

► **PRIORITY 1: Drawing on the new Autorités Organisatrices des Mobilités (AOMs – Mobility Organising Authorities) in order to improve home-work journeys**

- **Recommendation no.1:** Extend the Versement Mobilité (Mobility Payment) to areas covered by the future regional AOMs, if these authorities are seen to be suffering from lack of funding.
- **Recommendation no.2:** Provide for appointment of representatives of employees, companies, freelance workers and environmental associations to committees of mobility catchment area partners and AOMs' boards of directors.
- **Recommendation no.3:** Consult the competent AOMs on location of companies with more than 49 employees and economic activity areas, as well as on local authorities' housing programmes.
- **Recommendation no.4:** Develop "town-country reciprocity contracts" to facilitate implementation of telework in rural areas, along with setup of shared workspaces and design of multimodal transport hubs linked to metropolises.
- **Recommendation no.5:** Create "single windows" under the responsibility of AOMs, tasked with providing information on mobility service offers and pricing, along with exploitation of digital data collected on mobility flows.
- **Recommendation no.6:** Consult Conseils Economiques, Sociaux et Environnementaux Régionaux (CESERs – Regional Economic, Social and Environmental Councils) on regional mobility service offers and delimitation of mobility catchment areas.

► **PRIORITY 2: Negotiating mobility in companies, administrations and territories**

- **Recommendation no.7:** Ensure the effectiveness of the obligation to negotiate mobility in all companies with 50 or more employees; carry out regular qualitative assessments of "mobility plans".
- **Recommendation no.8:** Specify the content of "mobility plans"
- **Recommendation no.9:** Raise the cap provided for by the General Tax Code for accumulated cover of other transport expenses in respect of sustainable mobilities and public transport subscription costs.
- **Recommendation no.10:** Make it mandatory to carry out a study prior to any collective performance agreement involving an increase in geographical mobilities, in order to quantify its consequences in terms of home-work journeys (duration, distance to travel, and carbon footprint).
- **Recommendation no.11:** Provide for a payment over and above the one intended to fund mobility services when a company has not fulfilled its "mobility plan" obligations. For application of this provision, provide for a transition period corresponding to deployment of the network of mobility advisors and the time required for negotiation of agreements or, as the case may be, consultation of companies' Economic and Social Committees on their mobility plans.
- **Recommendation no.12:** Entrust AOMs with the mission of providing support to companies and administrations in the drafting and implementation of their mobility plans.

► **PRIORITY 3: Orientating the policy on mobility connected with professional activities in accordance with social and environmental justice criteria**

- **Recommendation no.13:** Design a tax system and public accounting rules that encourage private and public entities with professional fleets to invest in low-GHG-emitting vehicles, in compliance with the ecological transition's goals. In order to encourage the purchase of clean vehicles, adapt the kilometric scale used for flat-rate deduction of travel expenses.
- **Recommendation no.14:** Set limits on duration and distance in the Plan Personnalisé d'Accès à l'Emploi (PPAE – Personalised Access to Employment Plan) managed by the public employment service.
- **Recommendation no.15:** Ask the joint governance of the Groupe Action Logement's (GAL – Housing Action Group) to continue and step up its efforts in favour of a policy on location of employees' housing as near as possible to activity centres.
- **Recommendation no.16:** Include travel expenses incurred by staff while at home between two interventions in the cost of services priced by départements.
- **Recommendation no.17:** Implement interim measures for redistribution of a proportion of the revenue from the increase in the Taxe Intérieure de Consommation sur les Produits Énergétiques (TICPE – Domestic Tax on Consumption of Energy Products) to low-income households obliged to use a car to get to work or training or in order to look for a job.
- **Recommendation no.18:** In Overseas France, support local authorities' investment efforts with regard to clean, sustainable multimodal public transport.