

Private and confidential
TUC Annual Regional Conference 2022

Amendments
Submitted by: RMT

Motion amended: Motion 05

<i>Original text</i>	Text as amended
<p>Yorkshire deserves better than this transport betrayal</p>	<p><i>[no change]</i></p>
<p>Our region has been betrayed. Transport policy has been used by this government as a political tool, and the cancellation of vital investment in Yorkshire’s rail services makes a mockery of the Levelling Up agenda.</p> <p>The future of our economy and our climate should not hang on the whims of the government of the day, but it does. Nowhere is this more apparent than rail policy. At a time when we should be investing in green jobs, and connecting more people to more opportunities, the government has left us with a creaking Victorian rail network and told us we should be grateful.</p> <p>...</p> <p>But the rot runs deeper. The Bus Back Better strategy published in 2021, and the 2017 Bus Services Act, set up significant barriers to allowing local government to bring bus services into public control and ownership. As the pandemic has progressed, we have seen the consequences of privatisation in the slashing of services, the loss of experienced drivers, the running down of ageing vehicles, and the deaths of bus drivers on duty. We know a better, publicly controlled bus service is possible for all of Yorkshire.</p>	<p>Our region has been betrayed. Transport policy has been used by this government as a political tool, and the cancellation of vital investment in Yorkshire’s rail services makes a mockery of the Levelling Up agenda.</p> <p>The future of our economy and our climate should not hang on the whims of the government of the day, but it does. Nowhere is this more apparent than rail policy. At a time when we should be investing in green jobs, and connecting more people to more opportunities, the government has left us with a creaking Victorian rail network and told us we should be grateful.</p> <p><i>Essential rail services, and skills in the region are also threatened by the governments planned cuts agenda which threatens thousands of rail jobs over the coming period and the pay and conditions of rail workers.</i></p> <p>But the rot runs deeper. The Bus Back Better strategy published in 2021, and the 2017 Bus Services Act, set up significant barriers to allowing local government to bring bus services into public control and ownership. As the pandemic has progressed, we have seen the consequences of privatisation in the slashing of services, the loss of experienced drivers, the running down of ageing vehicles, and the deaths of bus drivers on duty. We know a better, publicly</p>

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<p>We also know that without integrated transport policies, better buses will not address the climate crisis. For a third time government has promised funding for a West Yorkshire mass transit system, they have also awarded funds to the expansion of Sheffield’s SuperTram. But it is not nearly enough to deliver the high frequency, high capacity, reliable and green mass transit system we need.</p> <p>Therefore, having regard to:-</p> <p>Regional Conference’s 2021 statement on transport policy;</p> <p>Regional Conference’s 2018 resolution on devolution;</p> <p>The TUC’s longstanding policy on rail renationalisation;</p> <p>The Regional TUC’s regional campaign for Better Buses;</p>	<p>controlled bus service is possible for all of Yorkshire.</p> <p>We also know that without integrated transport policies, better buses will not address the climate crisis. For a third time government has promised funding for a West Yorkshire mass transit system, they have also awarded funds to the expansion of Sheffield’s SuperTram. But it is not nearly enough to deliver the high frequency, high capacity, reliable and green mass transit system we need.</p> <p>Therefore, having regard to:-</p> <p>Regional Conference’s 2021 statement on transport policy;</p> <p>Regional Conference’s 2018 resolution on devolution;</p> <p>The TUC’s longstanding policy on rail renationalisation;</p> <p>The Regional TUC’s regional campaign for Better Buses;</p>
<p>The Regional Council of the TUC is resolved to:</p> <ol style="list-style-type: none"> 1. Campaign for devolution of statutory rail powers and funding, to allow our local authorities and mayors to upgrade our transport infrastructure without begging to Whitehall. Call on local leaders to develop plans for regional investment funding mechanisms; 	<p>The Regional Council of the TUC is resolved to:</p> <ol style="list-style-type: none"> 1. <i>Within a framework of keeping Network Rail as a nationally integrated publicly owned rail network campaign</i> for devolution of statutory rail powers and funding, to allow our local authorities and mayors to upgrade our transport infrastructure without begging to Whitehall. Call on local leaders to develop plans for regional investment funding mechanisms;
<ol style="list-style-type: none"> 2. Demand all candidates in the South Yorkshire Mayoral election support public ownership of our bus network, and begin the bus franchising process with a statutory notice of intent within 100 days of taking office 	<ol style="list-style-type: none"> 3. Demand all candidates in the South Yorkshire Mayoral election support public ownership of our bus network, and begin the bus franchising process with a statutory notice of intent within 100 days of taking office, <i>this process must</i>

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	<i>guarantee the protection of bus workers jobs, pensions and conditions.</i>
4. Lobby MPs for more funding for mass transit systems across our region, demand mayoral and local authority DLOs for directly employed, unionised workforces to deliver these projects locally, ensure just transition is at the heart of these projects.	<i>[no change]</i>
<i>[addition]</i>	<i>4. Continue to campaign for public ownership of the railways including opposing future plans by the government to privatise Northern Rail and London and North Eastern Railway</i>
<i>[addition]</i>	<i>5. Support the campaigns of rail affiliates, including any industrial action called by affiliates, to defend rail jobs, pay pensions and conditions</i> <i>So moved.</i>

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Motion amended: Motion 21

<i>Original text</i>	Text as amended
<p>Better Buses Motion: bring our bus services into public control</p>	<p><i>[no change]</i></p>
<p>We believe that:</p> <ul style="list-style-type: none"> • Buses are a vital service for the most vulnerable in our communities and are essential to access work, the services we need and for a sustainable and environmentally healthy region. <p>We note that:</p> <ul style="list-style-type: none"> • Bus deregulation means profit-making companies set their own routes, fares, and employment, accessibility, & environmental standards. • Since deregulation in 1986: <ul style="list-style-type: none"> ○ Fares have more than doubled in real-terms; ○ Bus journeys have decreased by over 60%; ○ Drivers’ pay and conditions have plummeted; ○ Millions of miles of bus network have been lost. • The long-term solution to this crisis is a return to full public ownership. This would ensure that public transport is operated as a social benefit, not a source of private profit. • In the short-term, franchising brings the bus network under the control of the local authority, allowing them to make decisions on timetabling, routes and fares. • However, the alternative to franchising, ‘enhanced partnerships,’ leave bus operators with all the power, relying on 	<p><i>[no change]</i></p>

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<p>voluntary concessions in return for public investment.</p> <ul style="list-style-type: none"> To address the climate emergency we need to reduce the number of journeys made by car, without pushing the costs onto ordinary people, and public control is best placed to deliver this shift. 	
<ul style="list-style-type: none"> We welcome the pledge by West Yorkshire Mayor Tracy Brabin to implement franchising and call on other transport authorities in our region to make the same decision 	<ul style="list-style-type: none"> We welcome the pledge by West Yorkshire Mayor Tracy Brabin to implement franchising and call on other transport authorities in our region to make the same decision whilst ensuring full protection for bus workers jobs, pay, pensions and conditions. Integrating public transport is also essential and we call for bus and rail services to fully integrated in the public sector.
<p>We resolve to:</p> <ul style="list-style-type: none"> urge all trades councils and affiliated unions to support local, regional and national campaigns for public ownership and control of bus services; support demands for improving bus drivers’ pay and conditions including giving full support to any action they take to win improvements; 	<p><i>[no change]</i></p>
<ul style="list-style-type: none"> write to the candidates for South Yorkshire Mayor (to be elected in May 2022), asking them to commit to starting the statutory processes required to bring buses into public control in their first 100 days in office; 	<ul style="list-style-type: none"> write to the candidates for South Yorkshire Mayor (to be elected in May 2022), asking them to commit to starting the statutory processes required to bring buses into public control in their first 100 days in office whilst ensuring full protection for bus workers jobs, pay, pensions and conditions.
<p><i>[addition]</i></p>	<ul style="list-style-type: none"> Campaign for integrated, publicly owned rail and bus services.

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