

EN	<h2>Public transport: Half a step forward</h2>
	<ul style="list-style-type: none"> The Court of Justice has just concluded an agreement with the City of Luxembourg, following which free season tickets were distributed to the institution's staff.
	<ul style="list-style-type: none"> The declared goal of this move is to foster the use of public transport and thereby reduce the use of private cars.
	<ul style="list-style-type: none"> This is a move in the direction of what our list <i>'Union Syndicale - Alliés pour l'avenir'</i> asked for in November 2006.
	<ul style="list-style-type: none"> We hope that this measure will influence our colleagues' daily habits.
	<ul style="list-style-type: none"> It remains to be seen, however, if it will make any appreciable difference to the volume of traffic and demand for parking places.
	<ul style="list-style-type: none"> The institution, for its part, should measure the impact on its own car parks, so dear to our colleagues, and dear to ... the taxpayer, too.
	<ul style="list-style-type: none"> However, EPSU points out that this measure suffers from a series of drawbacks :
	<ul style="list-style-type: none"> It is useless to some and incomplete for others.
	<ul style="list-style-type: none"> ➤ It is useless to those who live outside the City of Luxembourg and the adjacent municipalities concerned.
	<p>It carries no advantage for those who use the railway or three-digit long-distance buses, since they will still have to pay their full fare anyway (<i>e.g.</i> a season ticket covering the whole territory of the Grand Duchy).</p>
	<ul style="list-style-type: none"> ➤ It is incomplete, because the <i>'jobkaart'</i> does not cover the long-distance buses, even in so far as they cross the territory of the City of Luxembourg (<i>e.g.</i> Route 222 or <i>Eurobuses</i> other than the Route 16).
	<ul style="list-style-type: none"> It increases inequalities between residents

<p>of the City of Luxembourg and the rest of the population: the interests dominating the City of Luxembourg, which,</p> <ul style="list-style-type: none">➤ thanks to the key geographic position of the City of Luxembourg, have been blocking, for decades now, the creation of an integrated public transport network throughout the country and➤ have been thus keeping the cost of housing high, <p>are now making a gesture of generosity in favour of their own residents and potential voters.</p> <p>We remind you that foreigners who have been residents for 5 years have voting rights in municipal elections.</p>
<p>● The widely publicised '<i>mobility policy</i>' of the City of Luxembourg reflects in fact a parochial, catch-all and electioneering policy:</p>
<p>Far from reducing the volume of private cars, which hampers the circulation of buses, it is of no avail to those on lower incomes, for whom the City of Luxembourg is unaffordable and who often live over the border (and therefore do not vote here).</p>
<p>It is noteworthy that, over the last eight years, bus fares have increased by 41%, as against inflation of 21.4%.</p>
<p>By this move, the City of Luxembourg entices Community staff to settle within its limits, while doing nothing to keep down the increase in the cost of housing.</p>
<p>● EPSU demands that free season tickets be extended to the whole national network and to the rail links with neighbouring countries (B, D, F).</p>