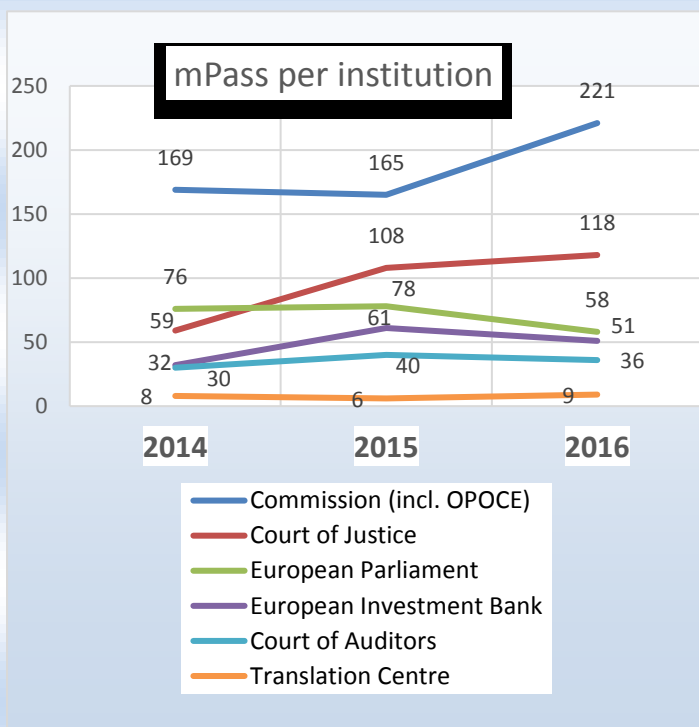


## mPass: Turning failure into a new start

In 2013, when the Court of Justice signed, on behalf of all the institutions, a partnership agreement with the Luxembourg body [Verkeiersverbond](#), the Luxembourg State offered for the **mPass** a 30% discount, subject to the condition that the number of subscribers among the staff of the institutions would reach 1000 in three years. The Court of Justice added to that a further subsidy of 10% (read [our communication dated 13 Oct 2014](#)).

This three-year period comes to an end and the number of season-ticket holders has not even reached half that number (493). The record is clear: it is a **failure**. The institution may well have made [declarations of principle](#) and worthy analyses (namely a '*Plan de déplacements de la Cour de justice de l'UE*'), finding that 48% of greenhouse gas emissions were generated by **commuting between home and work**.



As for **EPSU CJ**, it has contributed to the [awareness-raising campaign](#) and conducted, in particular, a [survey on cross-the-border commuting](#). Between 2014 and 2016 the number of subscriptions to the **mPass** among the staff of the Court of Justice has doubled. But it is certainly not the **€ 50 subsidy**, which the union offers to its members, that would have sufficed to reverse the general trend.

The future of the **mPass** is therefore uncertain. The **reasons** for the failure are multiple and shared. But, *to mention only a few*:

Luxembourg is currently constructing important infrastructures: the [train stop under the Red Bridge](#), combined with a funicular and a first section of the [tram](#), will be put into operation end of 2017. So it is only in 2018 that this project will begin to bear fruit.

Meanwhile, we observe everywhere a wave of public works congesting road traffic without sparing buses. Furthermore, the commissioning of the northern motorway has made using the private car even more attractive. Of course, increasing the share of public transport at the expense of travelling by individual motor-driven means of transport can be achieved by improving the attractiveness of the former.

Therefore, if the institutions share with the Luxembourg authorities the same goals in the field of work-home commuting and protecting the environment, then they will agree that the test of the 1000 members is not to be regarded as a prerequisite, given that the conditions to meet that target were particularly unfavourable.

The 493 colleagues who have taken the **mPass** should not be penalised because of a collective failure for which they are not the ones to blame.

## A foreseeable shortage of parking spaces

Parking spaces Court of Justice			
present		future	
Palais	741	Palais	741
ERA	178	ERA	178
T.M	420	T.M	420
T Building	558	5th extension	220
1897		1559	

The institution, for its part, has an interest to engage, more proactively, in encouraging the use of means of transport other than the private car. A foreseeable reduction of parking spaces is linked to stricter local regulations (limiting parking spaces in new buildings in Kirchberg) and to the expected construction of the new 'Jean Monnet' Commission Building (on the site now occupied by the outdoor T-Building parking).

Before being led to take restrictive measures, the institution has an interest in incentivising people in its service to opt for means of transport other than the car.

## The chimera of perpetual growth

The basic policy goal set by the Luxembourg authorities, both at a country and at a city level, is to increase its population by attracting more economic and financial activities.

Thanks also to Brexit, the office-space real estate construction will be favoured at the expense of housing. This is activating a spiral of increasing jobs, attracting new population, which results in the supply of housing constantly lagging behind demand; and the farther housing will be geographically located from the city, the longer work-home travel will be.

Habitants et emplois à Luxembourg-Ville			
Année	Population	Emplois	Emplois/Habitants
2016	110 500	160 000	1,45
2020	125 000	225 000	1,80
2030	150 000	265 000	1,77




## A common sense solution: more subsidies for a wider travelling zone

Borderers 2014 (x 1000)	
France	81,3
Belgium	41,7
Germany	41,9

Given the peculiarity of the country, with a growing number of frontier workers (which follows the rise in housing prices in the Center), **EPSU CJ** advocates proactive measures. Compared to the cost of buildings, the cost of season-ticket subscriptions (parking spaces less) is minimal. But it's the system as a whole which is based on a cascade of **discriminations**:

- Residents of the City of Luxembourg (64% of the staff) may feel fully covered with the [Jobkaart](#), free of charge.
- Other residents of the country (national network) can (so far at least) get an **mPass** (preferential rate) for € 256.31 per year.
- Residents of France (9%) and Belgium (4%) can also use the **mPass**, combined with a **FlexPass**, at a preferential rate proposed by the [SNCF](#) and [SNCB](#) respectively.
- Residents of France and Belgium who are *not* served by the railway network and *all* residents of Germany (6%) (unless they can get by car to the nearest point of the Luxembourg network) can get no benefit out of the **mPass**, but, given that no supplement is available for the rest of the journey, have to pay the normal fare for the whole journey ([RegioZone](#)). These colleagues, to whom EPSU CJ also contributes a symbolic amount of € 50, are excluded from the **mPass** for reasons beyond their control and therefore they are not taken into account for calculating 1000 subscribers, which Luxembourg requires in order to subsidise the **mPass**.

## EPSU CJ requests the institution:

-  To subsidize colleagues of the latter (d) group by the same amount as it does for **mPass**-holders;
-  To provide a 50% subsidy to subscribers with a basic salary lower than AST 1/1;
-  To guarantee in any case a cumulative subsidy of not less than the currently granted amount (40 %).