10. Auswirkung der Liberalisierung aus Sicht der Gewerkschaften in Schweden, Polen und Ungarn

Stellan Mattsson, Gewerkschaft SEKO, Schweden

Who benefits from competition?
The deregulation of the railway in Sweden

Stellan Mattsson
SEKO
The Socialdemocratic Bill (1991)

“The starting point for efforts within the economic policy is promotion of a long-range economic growth by facilitating the development and structural transformation of the trade and industry. Against the background of an increased internationalisation and an ever larger content of knowledge in the production, the investments concerning communications, education, research and development, spreading of technique and measures for more effective competition and working markets stand out as particularly important.” Further it is said that “the economic policy is formed from the prerequisites of the market economy and hence consists of different means for improvement, support, and completing of the way the market functions.”
Companies

More than 20 Railway companies on the market
- SJ AB, Euromaint, Trafficare, GreenCargo
- Roslagståg AB, MerResor, DSB, Tågkompaniet
- CargoNet
- Arlanda Expess
- Tågia
- Swedtrac
- BK Tåg
- Connex Tåg AB

How did it happen

- 1988 The split of SJ (Public Authority – Business part)
- 1990 The first private Railway company (BK Tåg) (Regional procurement)
- 1993 The system of procurement. (Interregional passenger transport)
- 1996 Domestic goods transports deregulated
- 2001 SJ second split. (SJ AB – GreenCargo)
What happened

- The Staff has been reduced
- Detoriated working environment
- Detoriated conditions, pension, job security, influence, competence development.
- Maintenence of vehicles neglected
- Disturbance in keeping the traffic running
- Lesser investments, security problems
- The public faith in railways has cracked

SEKO’s demands on the employers

- The staff must be better dimensioned
- Highest priority of working environment
- Social dumping is unacceptable
- Job security secured in procurement
- No impoverished work content
- Asset to better competens development
- Full-time work, as a right.
What is your general view of the deregulations?

- Very good       7%
- Rather Good     23%
- Rather bad      31%
- Very bad        23%
- Uncertain       16%

What is your opinion for the future?

- Increase the deregulation  12%
- Let it be               25%
- Reregulate some enterprises 44%
- Uncertain              19%
How do you think the railway would function if SJ were alone.

- Better          23%
- Worse           27%
- The same        24%
- Uncertain       25%

SEKO’s Demands on Government and Parliament

- The performed system shift shall be evaluated in regard to quality, service and in terms of employment for sustainability.
- Until this SEKO demands stop of further deregulations
- The Public Procurement Act must be revised.
- High quality demands must be the guidance for the railways.
- The State shall be the owner of SJ and for Banverket.
The situation today

- Attempts to be one step ahead of the 3rd package
- SEKO conference this autumn
- Lobbying