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PUBLIC OWNERSHIP: REALLY POSSIBLE IN THE EU ?

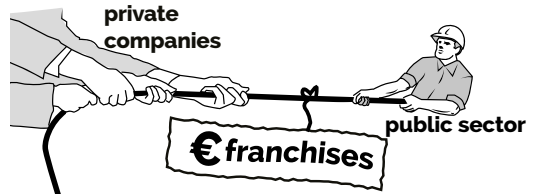
Yes. It is. Technically. **But not in any real sense.** Take the rail industry. Companies with a single state shareholding do exist in a number of EU countries. But they have to compete for franchises.

We can see the consequences in **France** today. After years of resistance by the French rail unions, the government is now seeking to enforce full compliance with the terms of the **EU's Fourth railway package.**

As well as changing the technical ownership of the French public sector company, SNCF, the government is **cutting pension rights, wages, conditions and the range of services offered.** Passengers will suffer as routes are cut.

Competing for services with private companies means a race to the bottom.

We have seen the **consequences of such policies** ever since John Major privatised British Rail following the first EU rail package in 1992. **Fragmented services. Erosion in infrastructure with-terrible consequences for passenger safety. Constant attacks on the conditions of rail workers.** And if we look at the policies of the **nominally state-owned companies from Belgium and Germany, Abellio and , they operate just the same.** Commercially they have to.



The reality is that **comprehensive public ownership is not possible in the EU – for transport, energy, communications.** This is why, in ROSE's opinion, Labour is correct to say that **any progressive programme for industrial transformation is not compatible with membership of the EU Single Market** and why it is calling for a ne-

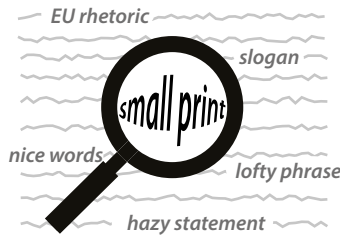
gotiated membership of a Customs Union instead.

This is also the best way of supporting the struggle of the **French rail workers** by **exposing the real origins of the current assault**. Radical Options for Scotland and Europe is about internationalism – on the terms of **workers not big business**.

PUBLIC PROCUREMENT? Read the small print!

Long-term jobs are currently at risk in the **Clyde yards and at Rosyth** because the government is insisting that contracts for the new generation of navy support and supply vessels go to **international tender**. Why? Because these ships **do not qualify as warships** and therefore, **under EU rules**, are not exempt from this requirement – conditions that will now apply till 2021.

This is the small print to read before endorsing membership of the EU Single Market – because these rules would then be applied in perpetuity.



These rules would, of course, also continue to **apply to virtually all other public contracts**. They are the EU rules that have saddled us with **SERCO, G4S and Carillion**.

Public procurement is potentially one of the strongest levers that any progressive government would have for reconstructing a **strong, efficient and fair industrial economy**, respecting **workers rights**, adhering to sectoral **collective bargaining**, **excluding black-listing employers**, paying a **real social wage**, ensuring a **well-trained and permanent workforce** and with purchasing policies that **support regional economies** in a planned way.

Join ROSE to win the Radical Options!



- the enhancement of workers' rights in Scotland
- internationalism and solidarity with all those across Europe struggling against austerity and privatisation.

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