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Background

Effectual flow of people is necessity and integral part of developed economic economy, and transport system is facilitating this traffic. high level of environment quality is also inseparable part of progressive economics, and both create the expanse there exist developed society.

The transport are responsible considerable part of air pollution and noise bothers. Many grounds are grasped by roads and interchanges, inter alia those are hurt in the landscape and cause a damage to abyssal eater and to averhead water. In addition we are witness to rise of morbidity at the downtowns which part of its are presumably brought by hige air pollution levels.

Detriments`s modification of transport set at environment might be able to by combination of variety policy measures, like investment at public transport subsoils Mainly at city`s centers or regularization measures.

The opinion`s purpose is to examine arrangement which obligate public and private employers to allocate parking places to `sa-hen` cars, similarly to current arrangement at HOK HANECHIM (THE DISABLED ACT). It says that car serve as a arrival souch to some employees together will gain a parking improvements. the aim standing behind the

Corporate work arrival car arrangement, is reduction of environmental damages causing by private cars load on the roads, which are main instrument to arrive or go back from workws places. it could be possible by making incentive to employers to one hand and to employees at the other hand.

The type of Recommended regularization

Possibility to effective regularization of workers transport is layed principally on employers that they held the feasibility to change the organizational culture.

Thence it is very important to carry the internalization`s effectiveness of all new arrangement among those groups.

Voluntary arrangement of varriety transport plans based on explanatory and educational measures of the employers to environmental values are involved much cost, prolonged time and non effectiveness of the final results vis a vis the invested resources.

The assumption is that even successful explanation couldn`t bring the result of full undertaking, and twenty percent collaboration have not enough value in order to get the environmental aims. For this purpose needed extensive application of the arrangement with a view to actual outcomes. Therefor the only possible to obtain this is by educator legislation.

The suggested arrangement

Main legislation is chosen: addition another clause at HOK HATICHNUN VEHABNIYA (THE BUILING AND THE PLANNING ACT) which obligate employers to allocate `sa-hen` places like the other arrangement there concerning about allocation parking places for disabled people.

Clause 265 at this act will hand authority to interior minister to regulate rules, which instruct the manner the act would be substained. The rules obligate every employers, owner of license requiring business, that fill the definition of `employer obligates sa-hen arrangement` at this act, to allocate parking places to sa-hen cars as priliminary condition getting business license, or as a condition continuance holding the license.

The suggestion for amendment to HOK HATICHNUN VEHABNIYA (THE BUILING AND THE PLANNING ACT): addition of `sa-hen` arrangement.

1.The definitions

`Sa-hen` car- car used by three or more employees in order to reach and go back work`s place, it get `sa-hen` document from the employer which was issued by license office, and legalize and recognize the car as `sa-hen` car.

`Sa-hen` document- the document which given to `sa-hen` members by license office and recognize their cars as `sa-hen` car.

The document contains: the business`s name and address, license`s ordinal and details of the other cars signing on `sa-hen` arrangement with the employer. The document will be presented on the front pane.

Every employer, that activates directly or indirectly parking to his employees, will get `sa-hen` documents in amount of 10 percent of the parking area which allocate to his employees. The privilege using the document, is postulated the presence of two or more place`s employees, having workman certificate, at the egress and at the entrance to work`s place.

`Sa-hen` members- three or more employee, from the same work`s place, that they admide to arrive ang go bake from work`s place in one car as will settle by them at `sa-hen` accord.

`Sa-hen` accord- agreement form joining to `Sa-hen` accord, which time free and which is handed to employer.

As exchange they will get jointly `Sa-hen` document, which details their car information.

Each same car could use the ducument at its turn or constantly. The document impart permanent favourite parking. It conditional that at the egress and the entrance to work`s place, there will be almost two of the `Sa-hen` members in the car.

If the `Sa-hen` accord would be stop between the members, they would inform immedently to their employers, and to give him back the document. It wouldn`t account as violation of `Sa-hen` accord.

Parking- as definated at TRAFFIC RULES (TAKANOT HATABURA).

Parking intended to `Sa-hen` - parking places exclusively reserved for `sa-hen` cars hourly, twenty four hours. Parking` place will sign at the appropriate signpost as appointed at TRAFFIC RULES (TAKANOT HATABURA).

The Employer obligated at `sa-hen` arrangement- every employers, owner of license requiring business {as definated at BUSINESS LICENCE RULE (tsav rishuy asakim)} that heads of business or representative, and he occupy twenty workman or more, also they get salary ,and also they don`t get a salary, and he activates directly or

indirectly parking of twenty places to his employees, must to take care to Parking intended to `Sa-hen`.

Summation

After the arrangement is examined at all its different aspects, it seemed to be effective, non expensive and supposed to improve the problematic environment state in Israel. In addition it have accompanying benefits to the employees and employers. Its potence is because it will be arranged at legislation, therefor it could be bring actual change at the Israeli society, beginning at deep changes at current organizational culture till reduction of serious environmental damages brought by traffic load in roads.