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SEEDING

Social Economy Enterprises addressing Digitalisation,
Industrial relations and the European Pillar of Social Rights



**CASE STUDY
SPAIN**

SOM Mobilitat



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SOM Mobilitat



NAME OF THE PRACTICE	SOM MOBILITAT (SUSTAINABLE MOBILITY/CONSUMER COOPERATIVE)
Responsible actor	• management/board
Type of practice	• business plan • other: SOM Mobilitat is a collective solution for sustainable mobility
Challenges addressed	• other: climate crisis/sustainable mobility
Employment impact	Employment itself is not at the centre of the practice; however, the consumer cooperative employs 8 (part-time) employees, therefore creating jobs.
Geographical coverage	SOM Mobilitat is organised over the territory of Catalonia, Spain in local groups to ensure that it is the people of each municipality who promote the mobility services that SOM Mobilitat is creating, and adapt them to the realities of each neighbourhood, town or city. SOM Mobilitat has 24 local groups in 15 cities in Catalonia as of February 2020.

	SOM Mobilitat is working on a network at European level to share good practices and resources with other sustainable mobility cooperatives to collaboratively face the global challenges of mobility, while building a social model that is a successful alternative to profit-oriented, private and vertical mobility proposals that are being implemented throughout Europe. SOM Mobilitat is part of REScoop Mobility, the first network of mobility cooperatives in Europe, created under the umbrella of the REScoop.eu cooperative federation. SOM Mobilitat is also part of the Mobility Factory SCE (TMF). TMF is a European Cooperative Society, founded in 2018 by eight cooperative enterprises.
Sectoral coverage	- transport/public transport. More precisely: - sustainable shared mobility/electric car sharing.
Company coverage	SOM Mobilitat is an umbrella organisation with 24 local groups. No trade union/works council yet established within the company or the groups. SOM Mobilitat has eight employees (part-time only) employed in the field of marketing, IT, administration, accountancy, and external/member relations. The local groups are operated by volunteers rather than employees.
Occupational coverage	n/a The services are offered and used by members and external clients, so SOM Mobilitat has users and members, not employees.
Workforce addressed	The cooperative has members and only eight employees.
ACTORS INVOLVED IN THE ACTION	
Company management	Yes
Worker members of the cooperative at large	Yes (as a consumer cooperative, SOM Mobilitat was established by natural persons. Everybody has one equal vote within the coop, and even the co-founders have the same rights as members who joined later)
Works councils	No (the cooperative is an SME, and has no works council)
Trade unions	No (the cooperative is an SME, and employees are not trade union members)
Employers' organisations	No
NGO	No
Public authority	No

DESCRIPTION	
Rationale for the adoption of the practice	SOM Mobilitat is a non-profit consumer cooperative that offers mobility products and services to accelerate the transition towards a more sustainable mobility. SOM Mobilitat is committed to promoting walking, cycling and public transport, and if none of these methods are available for certain routes, then shared electric vehicles. SOM Mobilitat was created as a mechanism for changing the model of mobility, but also as a platform to foster collaborative projects and strengthen others already operating. The overall goal is to reduce number of cars in use, and therefore polluting the environment. Natural persons established the consumer cooperative after considering different possible forms (see: dismissed alternatives).
Process of the adoption of the practice	SOM Mobilitat is the umbrella organisation. Individuals set it up in 2016, according to Catalan Law 12/2015 of 9 July on Cooperatives. There was no formal support to set up the consumer cooperative. The founding assembly followed the rules set by legislation, and experienced people (accountants, legal expert) in the sector assisted the process. Later on, the cooperative applied for and received some government subsidies. Members may be individuals, corporate bodies and city councils, which, under the umbrella of SOM Mobilitat, organise themselves into local groups to accelerate the arrival of sustainable mobility in the neighbourhood or municipality. Local groups have no employees, but are operated by volunteers. To become a member, one needs to fill out a form on the website and make a one-time contribution of €10 to the share capital (returnable in the case of leaving the cooperative). There is no monthly membership fee. Individuals, cooperatives, companies, associations, foundations and other corporate bodies can be members. The bodies of the cooperative are: • members, • general assembly (one member, one vote), • governing board (elected by members, voluntary and unpaid), • auditor, • employees. General aims: • reduce CO2 emissions, • reduce the number of private vehicles, • encourage self-management of communities, • encourage horizontal decision-making and proactivity .

Description of the practice	Services provided by SOM Mobilitat: • rental of electric cars (car-sharing). These cars can be either owned by the cooperative or by individuals, enterprises and public institutions (p2p). Vehicles can be accessed via a digital platform (using a web app) that allows users to make reservations and to open and close the vehicle. • sustainable mobility services such as bike-sharing, motorbike-sharing, car-pooling and ride-sharing. In the future the cooperative aims to provide autonomous vehicles as a shared resource. SOM Mobilitat only operates in Catalonia, to “not to lose local spirit”. It does not extend any further, in order to coordinate local groups effectively. At the same time, SOM Mobilitat encourages the creation of other cooperatives in regions outside Catalonia and shares tools and know-how with them. The local groups have limited autonomy: they cannot set their own prices (they are fixed by the coop https://www.SOMmobilitat.coop/tarifa-us-flexible-amb-iva/) but have the freedom to choose e.g. the car type to be bought. Cars are usually bought from members’ prepayments and sponsorships. How do members use the cars? Members buy hours in advance (prepay) or pay a monthly fee and use an electric vehicle in the selected neighbourhood. In addition to local groups, there are communities: groups of people, organisations and councils that voluntarily make the SOM Mobilitat project a reality in each district or municipality. The practice is promoted through: • a programme of school activities, • open activities (fairs, talks, driving tests), • open discussions (e.g. hackathons), • talks and congresses.
Dismissed alternatives	Before establishing the consumer cooperative, the co-founders dismissed the option of a “normal” company. They also wanted to have a non-profit but dropped the idea of a mixed or worker-owned company since it might not handle the potential growth well.

ASSESSMENT

IMPACT OF THE PRACTICE ON:

Job stability and secure employment	n/a
Skill needs and training	n/a
Working conditions	n/a
Company performance	n/a
Overall strengths and weaknesses	It is cheaper and more economically and socially viable to use shared cars.
Overall opportunities and threats	Opportunities: • It is a valid alternative to privately-owned cars. • It promotes shared mobility. • To show local authorities that the model works to reduce the number of cars in the cities. Threats: • Due to lack of capital and lack of traditional investors, the platform may not grow beyond a certain point. • Big firms may enter the market with offers that are difficult for a cooperative company to compete with. • Lack of long-term financing by members giving the possibility to buy additional vehicles.
Potential for social partners and collective bargaining to upscale/transfer the practice	At this stage, no formal social partners are involved, due to the enterprise's size and legal form (consumer cooperative).
Potential for public authorities to support upscaling/ transferring the practice	City councils can benefit from having fewer cars in use, less space occupied, and smaller and more economic cars on the streets.
List of annexes, sources	• Interview with the management (27.02.2020) • Websites: themobilityfactory.eu rescoop.eu
Company website	https://www.SOMmobilitat.coop/en/

The case study was prepared by: **Diesis Network**