



The measures intended for the European Commission Road Initiative bear a high risk for driver and passenger safety in bus and coach transport

JOINT STATEMENT

by the European Transport Workers Federation ETF and the European Federation of Road Traffic Victims FEVR

On 31 May 2017 the European Commission will propose new driving and rest time rules for bus and coach drivers throughout Europe.

Under the new rules, bus and coach drivers may end up resting less! The new rules will introduce a six-day driving week with only one day of weekly rest in between. Under the new rules, the European Commission equally intends to cut down 21 hours of rest per month. The reduction of weekly rest will come with an increase in the weekly driving time by approximately 22 hours.

Moreover, the European Commission had planned to extend the number of consecutive days of driving from 5 or 6 to 8 or 12, before allowing drivers to take one day off work.

Mindful of the above, bus and coach drivers recon they will no longer be in the position to guarantee safety of their passengers.

An extension of the driving and working time, coupled with a reduction in weekly rest will lead to increasing levels of fatigue among bus and coach drivers. Paradoxically, the European Commission has undertaken no impact assessment related to fatigue and safety of passengers when deciding to pursue these changes in the EU rules.

The ETF and FEVR consider these potential measures as having a critical negative impact on the safety and health of the driver, on safety of passengers and road safety in general. They strongly contrast with the European Commission declared objective to reduce the number of road fatalities and injuries.

We therefore call for the European Commission to abandon their intentions to derogate from, and change the EU driving and rest time rules for bus and coach sector. The European Commission should rather commit to reduce driver fatigue and improve the safety records in road passenger transport.

The ETF and FEVR are committed to develop a driver – passenger community based on interests related to road safety, wellbeing and quality of service.

In the months to come we will be scrutinising the choices of the EU policy maker and inform our members, drivers and passengers, accordingly.

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