



## **Joint declaration on the need of high standards for urban bus drivers' workplace in Europe**

In the organisation of today's urban mobility, urban buses remain the key mode of transport in the majority of European cities. Heavy traffic in cities, the need to decrease harmful emissions and the introduction of new technologies are all factors that affect the urban bus sector and its constant development.

In this context, buses manufactured in Europe are among the best in the world in terms of innovation for greener, more efficient and comfortable transport. The sector is strongly export-oriented, highly R&D-intensive (i.e. developing alternative powertrains like hybrid transmissions or hydrogen) and able to deliver customized and high value-added quality products.

Despite the hi-tech solutions that are implemented, buses remain anyhow vehicles that are driven on a daily bases by professional drivers and in this respect the human factor is crucial. It is undeniable that the most efficient, safe, punctual, frequent, comfortable and clean service to passengers and citizens depend on solutions that can guarantee the best, easiest and more comfortable driving experience.

**The European Transport Workers' Federation (ETF) and IndustriAll Europe are of the opinion that high standards for the urban bus drivers' workplace are a necessary protection for the health and safety of bus drivers, who are facing difficult working conditions.**

Such standards should be set at European level and cover at least the following areas:

- Ergonomics of the workplace, to allow drivers of all sizes to have proper space, comfort and a comfortable seat;
- Comfort for the driver in different conditions, such as different temperatures;
- Security for the driver, to protect him/her from third-party violence;
- Safe driving, in terms of visibility (reflections, mirrors, cameras), commands, pedals, steering wheel, etc...
- Safe and healthy workplace, in terms of protection from vibrations, noise and other emissions;
- Safety for the driver, in terms of protection from crashes.

All the relevant actors would benefit from such standards:

- the drivers, who are spending almost all their working time in a bus cabin that should be conceived in a way to maximise their comfort and their safety.
- the urban transport companies, which could avoid costs (health issues, sick leave, absenteeism, turn over) and also avoid higher costs for retraining workers coming from another company and save costs for maintenance schemes.
- the manufacturers, since the majority of buses operating in Europe are manufactured in Europe and such standards would enable them to increase the quality and value added of their products.
- the public authorities, which could provide a better transport experience for the passengers through better health and safety of urban bus drivers.

Increasing the comfort and safety of the driver by improving his/her workplace has also a direct effect on the comfort and safety of the passengers: high quality standards for the drivers' cabin have a beneficial impact on the whole urban transportation of passengers.

The ETF and IndustriAll underline that having high standard for the drivers' cabin could be an incentive to keep high-quality and high-tech-production of urban buses in Europe, together with the necessary know-how and the jobs.

The ETF and IndustriAll stress also the added value of having such a standardisation at European level. That would raise the health and safety situation for many workers and would enable all the actors to convey energies and improve the sector attractiveness.

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*The European Transport Workers' Federation (ETF) and IndustriAll European Trade Union are the European trade union federations that - among other - represent respectively the urban bus drivers and the workers that across the supply chains manufacture urban buses in Europe.*

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