



Emergency Motion by the ETF Road Section:

Driving and Rest Time Rules for the Bus and Coach Sector

The 6th Congress of the European Transport Workers' Federation, meeting in Budapest from 24 to 27 May 2022, notes that:

1. Part of the Mobility Package, by 21 August the European Commission has to present a report to the European Parliament and the Council on driving and rest time in bus and coach. Recently, the Commission clearly indicated that based on this report it will propose more flexible rules for the sector.
2. The bus and coach sector confronts with an unprecedented and alarming shortage of drivers. Much before the Covid-19 pandemic, the sector was struggling already with an increasing driver age-limit and with one of the lowest levels of young workers and female drivers in transport.
3. The pandemic brought road passenger to a halt. During the first lockdown, the level of operations was reduced to zero, and over the past two years recovery was extremely slow. A significant number of bus and coach drivers found jobs elsewhere. As operations are slowly picking up, improving working conditions is the only way to attract skilled workforce back to the sector, and to counterbalance the industry's predisposition to cost-cutting and labor flexibility.
4. In this context, the recently adopted driving and rest time rules in context of the Mobility Package have the potential to guarantee a decent work environment in road passenger transport.
5. In spite of this, the European Commission intends to make it compulsory for bus and coach tour drivers to drive 12 days without a single day off and to extend the working day limits beyond the 15 hour-maximum. This, in the context where, due to tasks additional to driving, bus and coach tours drivers are known to effectively rest no longer than 5 or 6 hours per day.
6. Driver fatigue is a serious problem throughout Europe, constituting a major risk





factor for accidents. Our Driver Fatigue Study conducted in 2020 shows that 66% of the 671 bus and coach drivers who were surveyed regularly feel tired when driving. 86% of the drivers in question pointed at long working days without days off as the top cause for fatigue, 84% pointed at poor quality of sleep and 78% at work pressure as main causes. Changing the current rules will benefit neither driver nor passenger safety.

Mindful of the above, we call for the ETF to engage in an immediate campaign aimed at stopping any attempt by policy makers to relax the existing driving and rest time regime in road passenger transport.

With a rapidly aging workforce, infamous reputation for poor working conditions, and a driver shortage exacerbated by the pandemic; the bus and coach sector is in desperate need of full enforcement of the new driving and rest time rules.

Submitted by:

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