

EU DRIVING AND REST TIME RULES IN COACH TOURISM SERVICES

More flexibility in driving and rest time means *more road safety risks, more driver fatigue, more driver shortage*



**EUROPEAN
TRANSPORT
WORKERS'
FEDERATION**

Shorter breaks

The proposal to split daily breaks into smaller slots of 15 minutes or less was also met with concern, with 85% of drivers indicating it would increase fatigue, work pressure and stress, and over 70% indicating there would be no time to have a snack or even to use the sanitary facilities.



The European Commission is working on a proposal to revise driving and rest time rules in occasional passenger transport, which will harm drivers, passengers and road safety.

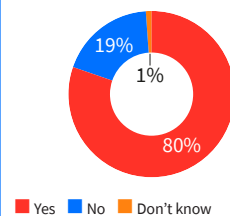
More driver shortage – over 1,000 drivers are ready to leave the industry

The Commission is considering the following policy options:

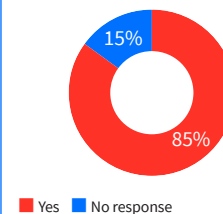
- 12 days of driving with NO day off
- 45-minute breaks split into slots of 15 minutes or less.

Over 1,300 professional drivers gave their opinion via an ETF survey.

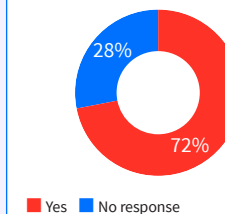
Would you consider leaving your job if the rules are revised as in the above questions?



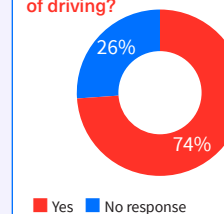
Would the proposed changes increase fatigue, work pressure and stress?



Would the proposed changes leave me no time to use the sanitary facilities?



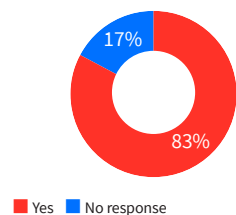
Would the proposed changes leave me no time to have a snack or lunch during my 9 or 10 hours of driving?



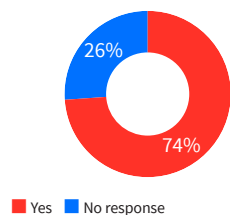
The European Commission must put the brakes on its proposed revision because these changes will badly affect road safety and worsen the shortage of drivers.

More road safety risks and driver fatigue – 12 consecutive days of driving with no day off

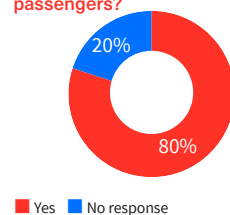
Would the proposed changes add to fatigue and work-related stress?



Would the proposed changes have an impact on my health?



Would the proposed changes make it difficult or impossible to guarantee the safety of my passengers?



Responding to the possibility of 12 consecutive days of driving, 80% of drivers indicated that this would make it difficult or almost impossible to guarantee the safety of their passengers. 83% of drivers replied that this would add to fatigue and work-related stress, while 74% confirmed it would impact their health.

The Mobility Package's current driving and rest time rules, which it took the EU years to adopt, have the potential to guarantee a decent work environment in coach tourism – and there's no reason to revise these rules in the first place.

Beginning 2023, ETF conducted its survey via a questionnaire in six different languages (English, French, Dutch, Spanish, Italian, and German) shared through its affiliated road transport unions with their members (professional bus and coach drivers). In less than a month, a total of 1,391 professional drivers from across the EU (and Norway) completed the questionnaire.



The European Transport Workers' Federation (ETF) represents over 5 million transport workers from more than 200 transport unions across Europe, from the European Union, the European Economic Area, and Central and Eastern Europe, in over 30 countries.

ETF's work is driven by its vision for Fair Transport: quality jobs with safe, reliable, affordable transport services.

For more information:

Visit etf-europe.org

Follow us on

Twitter: [@ETF_Europe](https://twitter.com/ETF_Europe)

Facebook: [ETF.Europe](https://www.facebook.com/ETF.Europe)

LinkedIn: [European Transport Workers' Federation](https://www.linkedin.com/company/european-transport-workers-federation)