

Unite submission to Transport Select Committee Inquiry

Coronavirus: implications for transport

This submission is made by Unite, the UK's largest transport trade union and the UK's largest and most diverse trade union with over one million members across all sectors of the economy including transport, manufacturing, financial services, food and agriculture, construction, energy and utilities, information technology, service industries, health, local government and the not for profit sector. Unite also organises in the community, enabling those who are not in employment to be part of our union.

Unite is uniquely placed as the principal trade union across the full diversity of transport. We represent a quarter of a million workers in all areas of transport including buses, road haulage, logistics, civil aviation, rail, coach, taxi, tram, docks, ferries and waterways. We also represent the majority of union members in the transport vehicle building and automotive sectors and the aerospace aircraft sector.

Unite's response to the Transport Select Committee Inquiry is drawn from the recent months of intense experience in dealing with the impact of Covid19 on our members in transport : on their health and safety, their jobs, their pay and conditions, and their sector. This experience is unique, informed as it is from working across all modes of transport, with hundreds of thousands of workers and their representatives, with the diversity of employers, sector bodies and transport specialists, with Department for Transport and Treasury Officials, government Ministers, Shadow Ministers, Mayors, devolved governments and elected politicians at all levels.

Please see also Unite's Strategy for Transport "*Transport Matters*".¹

At the outset, we would make these 10 key points:

- 1. The Transport Select Committee Inquiry into the implications for transport of Coronavirus Covid19 is both important and welcome.** Unite is happy to follow up on any points or questions the Committee may have;
- 2. Unite is calling for the Select Committee to ensure that the twin-track approach of recognition of transport workers as key workers, and the inclusion of trade union transport representatives at the table,** which has served the country well, is continued;
- 3. That the specific needs of the transport sector are recognised, included and acted on** as part of rebuilding the economy and people's confidence, with strong, clear leadership from government, to include:
- 4. Extended JRS support** for those parts of the sector where there will be a more elongated timetable for rebuilding, in particular all parts of aviation;

¹ <https://unitetheunion.org/media/2749/transport-strategy-brochure-2019.pdf>

5. Ensuring extended bespoke **support for all sectors includes the part played by the transport sector** e.g. in manufacturing, hospitality;
6. Recognition that support needs to be fairly extend to **self-employed transport workers**, e.g. taxi drivers, and to include those on **zero hours and other precarious forms of work**;
7. **A clear requirement that government support is to prevent and mitigate redundancies, to sustain rebuilding of the transport sector for the long-term, and to support transport environmental sustainability** – not to fund monies being taken out of transport through dividends or bonuses, nor to fund job losses;
8. **Risk assessment and health and safety** measures such as social distancing, wearing of PPE or face coverings, and self-isolation as part of track and trace, all **need to be closely monitored and enforced, with sufficient resources** to do this, including the role of union safety representatives throughout transport. This is an essential part of building confidence and long-term health protection for all in our communities. Guidelines, unclear and mixed messages, inadequate statutory sick pay, insufficient funding and lack of enforcement create fear and an unsafe environment for all
9. That **the future of work for transport workers will require retention of skills**, as well as new skills from automation and digitalisation
10. That **transport workers have been included at the forefront of occupations with the highest proportions of deaths from Covid19, including disproportionate impact on black & Asian ethnic minority transport workers**. Mental health issues have been identified across transport, and gender-based occupational segregation in transport also needs to be addressed. Equality impact assessments are essential alongside Risk Assessments.

EXECUTIVE SUMMARY

- As critical workers, **transport workers have been essential to keeping the country moving** and providing a key transport service for key workers.
- The coronavirus outbreak has caused **widespread disruption in transport**. The impact across the sector has been threefold: **reduced patronage, operational impacts, and both immediate and emerging financial issues**.
- Unite’s main objectives have been **safety at work, defending jobs and protecting pay for our members, while supporting the vital role of the transport sector**.
- **No work should start without an up to date risk assessment in place**.
- **Serious consideration must be given to the impact of the outbreak on mental health**.
- Unite has developed an *equality checklist*². It is **fundamental that Equality Impact Assessments are an on-going part of actions on COVID-19**.

PASSENGER TRANSPORT

- The **COVID-19 Bus Services Support Grant fell short of what the bus system needed**.

² UnitTAXe Covid-19 Equality Checklist [Link](#)

- For **passenger transport workers the biggest concern has been health and safety.**
- **Bus worker deaths** from COVID-19 devastated the sector **causing high levels of stress, fear and distrust [of employer] among the workforce.**
- **The vast majority of bus companies in London entered into agreements with Unite for health & safety reps to be released full-time.**
- Unite has been calling for **risk assessments to enable and sustain systems for safe working.** Unite has developed a **charter of key demands for safe working for the bus sector.**
- There is an **urgent need to monitor, evaluate and address breaches of the safety measures introduced in public transport.**
- **Safety in public transport is of pivotal importance** and as we rebuild transport it is **important to move beyond the failed deregulated model of the past.**
- We need **investment in green infrastructure combined with decent work and collective bargaining rights.**
- The **future of England’s bus network depends on more investment and the introduction of sustainable publicly owned bus networks under the control of local authorities.**

ROAD TRANSPORT COMMERCIAL, WAREHOUSING & LOGISTICS

- Unite has seen **companies in the road transport commercial, warehousing and logistics sector moving towards redundancies and depot closures** in response to many manufacturing firms suspending production.
- Unite has raised **concerns about the availability of welfare facilities and toilet access for drivers,** and the need to constantly raise this issue.
- Unite is calling on the **government to apply strong fiscal and economic structures immediately to support the road transport and logistics sector.**

AVIATION

- **Unite strongly welcomed the publication of the Transport Select Committee’s report into Covid-19 and the aviation sector** and made a **strong call to the government to “act now”.** The report’s findings are broadly in line with **Unite’s blueprint for the aviation sector.**
- **Unite’s blueprint for the aviation sector³ recognises the devastating impact of the Coronavirus Covid19 on aviation,** the seasonal nature of the sector, and the importance of ensuring all parts of the sector are able to resume their vital roles as the sector starts to recover.
- **Unite’s blueprint calls for the long-promised aviation package** to ensure the industry can continue, that vital routes and roles are protected, to protect skills and to prevent thousands of job losses.

³ https://unitetheunion.org/media/3082/9086_ukaviation_booklet_a4_final-4.pdf

RAIL

- The reduction in the number of available workers, due to the need to self-isolate, has meant that **some rail engineering work has not been possible. There are no facilities, at the side of a railway line** at all to allow for workers to wash their hands etc.
- **Quarantine restrictions will cause issues for workers that work within the Channel tunnel** who may need to self-isolate every time they come off shift.
- Overcrowding of passengers on trains routes necessitate the continuation of **construction of new capacity.**

DOCKS, FERRIES S & WATERWAYS

- **Ferry services between the UK and the rest of Europe, as well as services between the islands of the UK have been heavily impacted by the lock down and redundancies being sought.**
- **Social distancing in the ports** has been an issue which has been **resolved to a large degree with the introduction of cohorts / work families.**

TAXIS

- **Unite members in the taxi sector anticipate the collapse of their business and imminent destitution** without further support from the Government.
- The necessary **social distancing measures and additional policies made by the Government in response of the Coronavirus outbreak have devastated the taxi trade.**
- There remains a **lack of parity between the CJRS and SEISS.**
- Unite is calling for a **sector specific extension for self-employed taxi drivers.**
- **Taxis provide essential public transport** and should be included as part of the public transport network and supported accordingly.
- No work should start without an **up to date risk assessment** in place.
- Best practice in respect to health and safety can only be achieved through **consultation with unions and reps.**

INTRODUCTION

At the outset of the lockdown and throughout this crisis **Unite's main objectives have been safety at work, defending jobs and protecting pay.** We have championed these objectives at every interaction with government and employers.

Unite advocates a risk assessment approach to using a hierarchy of control common in good health and safety management and various pieces of legislation. We are advising **no work should start without an up to date risk assessment in place.**

Unite has developed an *equality checklist*⁴ to ensure there is fairness in furlough and working arrangements. Unite understands that crises such as the COVID-19 pandemic can

⁴ Unite Covid-19 Equality Checklist [Link](#)

deepen existing inequalities, and as such **it is fundamental that equality monitoring is an on-going part of actions on COVID-19**. The future of the sector must be based on equality with fairer opportunities for workers across all areas of equality.

Serious consideration must be given to the impact of the outbreak on mental health as workers come to terms with bereavement and all issues related to the outbreak. A recent survey of Unite workplace representatives⁵ revealed nearly two-thirds (65%) of reps reporting having to deal with an increase in members reporting mental health-related issues and Unite has been working on a range of measures to support our members which has included the development of COVID-19 specific guides⁶ including a mental health guide⁷.

The following sections cover:

- Bus Workers, Logistics Drivers and Taxi Drivers
- Aviation and Maritime – Docks, Ferries and Waterways
- Rail.

BUS WORKERS, LOGISTICS DRIVERS AND TAXI DRIVERS

The **coronavirus outbreak in the UK has caused widespread disruption in transport** throughout the country and the impact across these sectors has been threefold: **reduced patronage, operational impacts, and emerging financial issues**.

For passenger transport workers the biggest concern has been health and safety, particularly as this group of workers were identified by the Office of National Statistics (ONS) as having high death high rates involving COVID-19 with 36.4 deaths per 100,000 among male taxi drivers and chauffeurs and 26.4 deaths per 100,000 among male bus and coach drivers.⁸

As critical workers, bus workers, taxi drivers and logistics drivers have been essential to keeping the country moving and providing a key transport service for key workers. Unite, who represents 80,000 bus drivers 4,000 taxi drivers and 76,000 RTC workers, has been at the forefront of discussions with the relevant government departments and the HSE in the development of safe systems of work and PPE.

Buses

Bus worker deaths from COVID-19 devastated the sector causing high levels of stress, fear and distrust [of employer] among the workforce. A recent Unite survey of reps⁹ revealed 23% of passenger transport reps believed their employer had acted recklessly in responding to the Covid-19 crisis, 15.7% believed their employer had taken advantage of the crisis (cutting pay and attacking terms and conditions), 32.4% stated their employers had

⁵ From Crisis to Change: Coming out of COVID-19 [Link](#)

⁶ Unite the Union Coronavirus COVID-19 Advice [Link](#)

⁷ Unite the Union Mental health guide [Link](#)

⁸ Coronavirus (COVID-19) related deaths by occupation, England and Wales: deaths registered up to and including 20 April 2020 [Link](#)

⁹ Unite Reps survey: Coming Out of COVID-19 (May 2020)

exploited the isolation of individual members and 60% felt their employer was only doing the legal minimum.

Unite health & safety reps in the bus sector have been working hard to ensure our members are able work safely. **In London the vast majority of bus companies entered into agreements with Unite for health & safety reps to be released full-time from their duties to ensure a series of safety measures** have been introduced on buses in London and fully enforced to help reduce the exposure of bus workers to COVID-19¹⁰.

Unite has been calling for risk assessments to enable and sustain systems for safe working. Unite has developed a charter of key demands for safe working for the bus sector (appended) and we worked with the Confederation of Passenger Transport (CPT) in developing sector wide risk assessment and have jointly lobbied the government for cashless bus journeys.

Unite welcomed, indeed called for, safety measures introduced in public transport such as compulsory use of face coverings for passengers and reduction in maximum capacity on buses¹¹. At the time we said that the situation needed to be monitored and we are now seriously concerned that these safety measures are falling apart. **There is an urgent need to monitor, evaluate and address breaches of the safety measures introduced in public transport.**

With respect to the pay protection, Unite were at the heart of setting up the CJRS, ensuring workers are not economically disadvantaged because of the crisis. Across the country Unite has negotiated furlough agreements within all bus companies.

Public transport systems and its workers are under great strain as a result of the coronavirus pandemic. As the lockdown lifts and most sectors open for business, **safety in public transport is of pivotal importance and as we rebuild transport it is important to move beyond the failed deregulated model of the past.** To counter the devastating socio-economic impact of the outbreak in public transport, **we need a regulated and sustainable bus service based on accountability and full unionised employment** to uphold health and safety standards and ensure decent working conditions for these critical workers.

During the lockdown bus patronage reduced to 8%¹² in England outside London and 10% in London¹³, this decline in ridership has resulted in a severe reduction in revenue. **If investment in green infrastructure is combined with decent work and collective bargaining rights, it will generate a wage-led recovery.** A zero carbon transport sector will need to be anchored by publicly owned transport infrastructure and services with strong democratic oversight.

Unite is pleased with the progress that has been made during the pandemic and Government has responded positively to our requests. However as austerity threatens

¹⁰ London buses: New safety measures introduced but more still needed for coronavirus safety [Link](#)

¹¹ Government announcement on face covering for public transport welcomed by Unite [Link](#)

¹² Coronavirus: Bus firms face struggle as lockdown eases [Link](#)

¹³ TfL Update on impact of COVID-19 [Link](#)

Unite is concerned that operators will be looking to claw back central government expenditure.

Unite has been advocating for additional assistance for the bus sector. However, **the COVID-19 Bus Services Support Grant¹⁴ fell short of what we believe the bus system needed.** Unite believes the relatively small bailout, when divided by bus operators in England, will do nothing for people living on the more than 3,000 local bus routes that have been lost or reduced over the last decade.

This crisis has brought many apparently profitable private bus operators to their knees in a matter of weeks and **the future of England's bus network depends on more investment and the introduction of sustainable publicly owned bus networks under the control of local authorities.**

Road Transport and Logistics

During the lockdown the sector has seen record volumes of retail logistics brought on by increased demand for home deliveries and food retail during the lockdown. But in car delivery and manufacturing logistics, **Unite has seen companies moving towards redundancies and depot closures in response to many manufacturing firms suspending production.** As the lockdown is lifted we are beginning to see further economic casualties in the sector with a number of depot closures throughout our large employers.

As driving hours were temporarily relaxed to meet increased demand for logistics services, Unite raised concerns about the availability of welfare facilities and toilet access for logistic drivers. Unite successfully lobbied government, employers and the HSE for support in getting access to facilities for this group of critical workers¹⁵. This isn't a new problem as Unite has been running a long-term campaign highlighting the frequent lack of toilet dignity in the workplace¹⁶.

Unite remains concerned that food delivery drivers are being denied toilet access. We have been contacted by several self-employed couriers who work via platforms, who are being denied the right to use a toilet when collecting food from takeaways. This is a public health matter as with public toilets closed due to the pandemic, drivers report having to urinate in bushes and have no proper method of washing their hands.

Some employers have worked with the Union and we were able to negotiate fair deals for workers which include contractual holidays are being carried over, COVID-19 related absences taken outside of absence policy and extra payments are being offered for rest day working. Unfortunately some employers have worked to exclude unions from important discussions and these employers are opting to do the bare minimum to the detriment of the worker and ultimately public safety.

¹⁴ Gov.Uk announcement of CBSSG [Link](#)

¹⁵ Joint DfT and HSE letter re driver access to facilities [Link](#)

¹⁶ Toilet dignity [Link](#)

There is a clear division of good and bad employers in the sector and the outbreak has further highlighted this division which has been reflected in Unite's reps survey which found that for the Road Transport Commercial Warehousing and Logistics sector:

- 36.5% of reps believed their employer had acted recklessly in responding to the Covid-19 crisis;
- 19% of reps believed their employer had taken advantage of the crisis;
- 58.6% of reps felt their employer was only doing the legal minimum [in response to the crisis];
- 58.5% of reps have had to deal with an increase in members reporting mental health-related issues.

As the Chancellor announced a winding down the furlough scheme and its reduction to furlough contribution **Unite fears unscrupulous employers will move to mass redundancies.**

The sector is heavily built on third party labour largely represented by gig economy workers and bogus self-employed. These workers are on the brink of redundancy with no prospects of work as employers focus on supporting their core workforce and Unite understands that third party labour will be significantly reduced, leaving many gig economy workers without jobs and pay protections.

Unite is calling on the government to apply strong fiscal and economic structures immediately to support our members and their employers in the road transport/logistics sector. Unite is clear that if the government fails to implement significant economic support many skilled workers, industries and companies will leave the sector, putting enormous burden on the economy when it's trying to recover with potentially millions unemployed.

With respect to Health and Safety Unite believes that **no work should start without an up to date risk assessment in place** and we are advocating for a risk assessment approach using robust systems with detailed hygiene procedures and control measures for social distancing.

Unite is clear that **best practice in respect to health and safety can only be achieved through consultation with unions and reps** by way of full meaningful discussions around creating and implementing risk assessments and health and safety management systems to protect workers.

Taxis

The necessary social distancing measures and additional policies made by the Government in response of the Coronavirus outbreak have devastated the taxi trade and severely impacted the livelihoods of 85,000 taxi drivers across the UK. With workplace closures and a dramatic decline in aviation passengers with flights reduced by 80%, the impact on the taxi trade will be long-term as it will take time before complete public confidence returns and passengers are using taxis at pre-Covid19 levels.

At rail stations and airports our members are struggling to pick up and have identified a 95% downturn in ridership, routinely our members report they are only managing to make £10 after seven hours of working in London.

The reduction to trade is so severe that our reps in the taxi sector have reported taxi income does not cover operating costs. Many of our **members in the taxi sector have written to us in distress as they anticipate the collapse of their business and imminent destitution without further support from the Government.**

Most drivers now operate on a day to day basis, often relying on what they earn on the day to pay for fuel, maintenance, operating costs and essential cleansing materials that are needed to keep themselves and their passengers free of this virus.

Unite campaigned for parity with Coronavirus Job Retention Scheme (CJRS) and we were pleased with the announcement of the Self-Employment Income Support Scheme (SEISS). However **there remains a lack of parity between the CJRS and SEISS** with the former having 8 months of support and the latter having 6 months of support. Additionally many self-employed people failed to qualify for the scheme because of the restrictions over tax periods which exempt the newly self-employed. Further, those who are self-employed but have less than 50% of income from self-employed engagements are ineligible for the SEISS. **Unite's taxi sector is calling for a sector specific extension for self-employed taxi drivers as the industry will take longer to recover from the economic impact of the outbreak.**

Unite is clear that **taxis provide essential public transport and should be included as part of the public transport network and supported accordingly.** Unite has asked to meet with DfT to discuss a risk assessment of the sector as has been done for other forms of public transport. To date we haven't received a response and the industry hasn't been safety proofed for 'return to business'.

AVIATION AND MARITIME – Docks, Ferries & Waterways

Aviation

Unite represents the vast majority of the trade union members in aviation, in airlines, airports and supply chain roles such as ground-handling, security, cleaning and aviation catering. **The aviation sector, has been devastatingly impacted by the pandemic,** with the number of flights reduced by over 95% in some cases. Those flights that have taken place have often just been to international transport hubs to allow for repatriation of citizens both from and to the UK or dedicated cargo-only flights. The lockdown has also meant that vital air freight routes have been severely impacted, especially given that the majority of freight capacity is carried in the belly hold of passenger aircraft.

There has been an associated impact on working time for both pilots and cabin crew members due to operational requirements, **working long haul flights without the ability to stop over for a rest down route.** This includes specific cargo-only flights where cabin crew members carry out fire watch duties.

Whilst the aviation industry is very resilient, with respect to long term growth, the short term impact has seen seasonal staff not being rehired for holiday airlines, newly trained staff dismissed even before they have set foot on an aircraft and sweeping redundancy proposals across the whole sector. For example, Norwegian, soon after the lockdown, took the decision to pull out of the UK until April 2021 and ended the contract it had with the agency it used to provide air crew. Air New Zealand simply decided to close the UK base without warning. Others have announced potential job losses across their networks - up to 8,000 at travel firm TUI, 4,500 at easyJet, 3,250 at Ryanair, 3,150 at Virgin Atlantic. The knock on effect of such reductions for airports and service providers is significant, in some cases putting the company's very continuance into jeopardy

In addition, there are airlines groups like IAG who have utilised the opportunity afforded them by the pandemic to seek to restructure and slash terms and conditions and put the entire of British Airways staff, putting them on notice of redundancy if they do not accept their new terms. This is despite being one of the most solvent Airlines in Europe and having an £8.7 billion credit facility, enough to ride out the pandemic, even if all flights were grounded, for 15 months, before they would require external financial support. IAG group has also taken a £300m loan from the UK government and during this time has also been in receipt of government funding under the Job Retention Scheme (JRS) in order to furlough 30,000 staff.

Unite, as the principal aviation union, strongly welcomed the publication of the Transport Select Committee's report into the effect of the Covid-19 pandemic on the aviation sector and made a strong call to the government to "act now" to implement its recommendations "without further delay".

Unite first called for a support package for aviation in March as soon as the devastating impact of the pandemic on aviation became clear.¹⁷

A Treasury support package was first floated in mid-March yet three months on has yet to appear, prompting the Select Committee to raise serious concerns about the "*lack of detail and pace of action*" in the Department for Transport bringing forward a strategy to help the aviation sector.

The report recommends that the government, working with the devolved administrations and the industry, "*publishes a strategy for the restart and recovery of the aviation sector as soon as possible*", setting out how it will rapidly restore passenger air travel. **The report's findings are in line with those that Unite has promoted in its blueprint for the aviation sector.**¹⁸

The Long Term Impact on International Travel – Aviation, Maritime and Rail

The long term implications of a heightened awareness of the capabilities of the internet and home working during lock down may reduce the need for travel going forward. In addition technological change may mean that many of the associated jobs do not return. The scale of this impact cannot, as yet be quantified. The inconsistent and ongoing quarantine

¹⁷ <https://unitetheunion.org/news-events/news/2020/march/budget-government-must-step-in-to-protect-future-of-aviation-industry/>

¹⁸ https://unitetheunion.org/media/3082/9086_ukaviation_booklet_a4_final-4.pdf

restrictions will also, undoubtedly, have a massive impact on international travel, international trade, especially for business travellers and holiday makers.

The loss of so many jobs in travel and other areas of the economy has caused a severe financial recession. The size of the depression will have a direct impact on leisure activities such as holidays but confidence is high that once we emerge from this crisis there will be a demand to travel. It took the aviation industry up to 6 years to return to pre 2008 financial crisis passenger numbers. There were exceptions to this and some airports returned to near their past capacity very quickly whilst other such as Blackpool and Plymouth closed despite Plymouth increasing the number of passengers flown until it lost its link to London in 2011.

The channel tunnel crossing virtually went unaffected following the financial collapse and has since gone from strength to strength. Worst hit were the domestic flights and ferry sailings, which have never fully recovered after the financial collapse. It is possible that due to the impact of this crisis and the collapse of Flybe that many regional airports will close, denying the regions of swift international and national connections to the rest of the world markets.

The major difference between the financial crisis and the impact of the Covid-19 crisis is that the passenger numbers flying or sailing dropped by no more than 7.3% during the financial crisis but due to the pandemic the whole of the spring and summer holiday bookings for 2020 have been put in doubt or cancelled with just 5% of flights if any occurring. The impact has been the greatest crisis ever faced by the international transport industry.

Whilst the financial crisis in 2008/9¹⁹ caused there to be widespread redundancies, they were as nothing when compared to this pandemic.

Docks, Ferries and Waterways

Unite represents the majority of stevedores, dock workers and workers on tugs in the major UK ports together with workers on some ferry services such as P&O. **Ferry services between the UK and the rest of Europe, as well as services between the islands of the UK have been heavily impacted by the lock down.** This has caused the likes of P&O announce that they will need redundancies to reduce staffing levels. Ports around the UK have also seen a downturn in freight volumes in both directions impacting on the space available for the import of goods. **Social distancing in the ports has been an issue which has been resolved to a large degree with the introduction of cohorts / work families**

Rail

Unite members in the rail industry tend to be rail engineers maintaining trains and tracks. As a consequence the issues of social distancing have been confined to engineering tasks usually limited to maintenance depots, the introduction of one way systems and cohorting to complete tasks where it is impossible to complete the task without two or more workers working in close proximity. **The reduction in the number of available workers, due to the need to self-isolate, has meant that some engineering work has not been possible. There**

¹⁹ See Appendix B below for details of the impact of the financial crisis.

are no facilities, at the side of a railway line at all to allow for workers to wash their hands etc.

Unite also represents members who work on Le Shuttle and Eurostar services . The quarantine requirements that have been introduced will reduce the passenger numbers using the Channel tunnel but this does not mean that the number of inspections of the tracks can be ignored. As **the quarantine restrictions do not exclude track engineers the restrictions will cause issues for workers that work within the Channel tunnel who may need to self-isolate every time they come off shift.**

Unite strongly believes that **overcrowding of passengers on trains routes necessitate the continuation of construction of new capacity** throughout the lockdown and beyond, especially with respect to HS2, Crossrail and work on future projects like Crossrail 2 and the introduction of the European Train Signalling System (ETS). Without this Unite believes that the risk to passengers from future epidemics will be heightened due to ever increased levels of overcrowding. **Unite would like to see a requirement that all new housing development proposals need to take into consideration the impact of the additional population on all services including transport connections** and adequate investment put into place for new stations and connectivity.

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**Appendix A - Unite Bus sector demands for bus worker health & safety
during the Covid-19 outbreak**

- 1. Cessation of all cash payments** on buses;
- 2. A national risk assessment** of the H&S of professional drivers to include health monitoring (to assess whether a driver has underlying health conditions which would render him/her vulnerable to the virus). Monitoring should not be used in future work capability assessments. This risk assessment **must include union H&S reps**;
- 3. Access to toilets with handwashing facilities.** There are even less toilets available on routes now. **Handwashing facilities should be installed at bus stations as a minimum**;
- 4. Additional toilet breaks built in to shifts** to allow for frequent handwashing;
- 5. No breaks to be taken on the road, but in areas that are clean, safe and where social distancing can be applied**;
- 6. Provision of PPE to bus drivers and enhanced PPE for cleaners** who clean our buses (hazamat suits);
- 7. Enhanced vehicle and workplace cleaning**;
- 8. Active social distancing measures** to be applied and reviewed. London is trialling restricting boarding to middle-door boarding, BUT Unite demand that this is taken up nationally and to last for as long as the outbreak. The safety of our drivers cannot be trialled.
- 9. Limit the numbers of passengers on buses to allow for social distancing**;
- 10. Union health and safety reps must be available** in the garage to see that all safety measures are being followed. H&S reps should be invited to all stakeholder discussions around Covid19 strategies;
- 11. Holes in driver screens should be covered** or replaced with fully covered screens.

Appendix B - International Passenger Numbers

Ferry Passengers ²⁰	2008	2009	2013	2014	2019	Reduction
All UK Ferry to France	16,844,196	16,002,315	15,265,135	15,828,317	13,347,366	-20.8%
All UK Ferry to Belgium	675,761	565,782	384,719	369,026	304,146	-55.0%
All UK Ferry to Denmark	89,464	98,578	83,796	68,716	3,338	-96.3%
UK Ferry to Republic of Ireland	3,069,110	2,929,729	2,735,098	2,811,180	2,541,561	-17.2%
UK Ferry to Netherlands	1,667,147	1,684,617	1,736,600	1,837,965	1,926,550	15.6%
All UK Short Sea Ferry Sailings	22,840,178	21,626,240	20,489,447	21,317,131	18,415,136	-19.4%
Change since 2008		-5.3%	-10.3%	-6.7	-19.4%	
Passenger flights ²¹	2008	2009	2013	2014	2019	Reduction
Heathrow Domestic	5,562,516	5,254,605	5,006,475	5,282,679	4,866,325	-12.5%
EU	22,171,154	21,496,414	24,412,854	24,519,755	27,461,840	23.9%
International	39,173,284	39,155,622	42,912,361	43,568,662	48,558,424	24.0%
Total Flights	66,906,954	65,906,641	72,331,690	73,371,096	80,886,859	20.9%
Edinburgh Domestic	5,281,038	4,903,827	4,681,436	4,810,866	5,333,844	1.0%
EU	3,234,401	3,634,512	4,427,651	4,455,023	7,839,852	142.4%
International	476,739	502,165	665,939	893,017	1,560,270	227.3%
Total Flights	8,992,178	9,040,504	9,775,026	10,158,906	14,733,966	63.9%
All Domestic	48,775,861	44,754,303	41,341,039	42,296,173	45,023,463	-7.7%
EU	123,604,050	111,900,871	120,796,920	127,842,660	170,736,808	38.1%
International	66,318,167	64,616,492	69,331,763	71,370,933	84,567,165	27.5%
Total Flights	238,698,167	221,271,666	231,469,722	241,509,766	300,327,436	25.8%
Change since 2008		-7.3%	-3.0%	1.2%	25.8%	
Channel Tunnel ²²	17,738	17,014	20,461	21,008	21,650*	22.1%
Change since 2008		-4.1%	15.4%	18.4%	22.1%	
Total International Travelers	212,780,133	198,160,617	210,638,591	220,551,732	273,719,109	28.6%
Change since 2008		-6.9%	-1.0%	3.7%	28.6%	

- Estimated from total from trends till 2018

²⁰ <https://www.gov.uk/government/statistical-data-sets/sea-passenger-statistics-spas>

²¹ CAA statistics <https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>

²² Le shuttle and Eurostar statistics 1994 till 2018
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851963/rai0108.ods