



# Keep Transport Workers Safe

No to abuse and harassment on the  
transport network

**Report – Spring 2025**



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# Foreword



Workplace violence is a stark and unacceptable reality faced by too many workers in the transport sector. Every day, our members and colleagues put their safety and well-being on the line to keep the nations they work in moving, often enduring verbal abuse, physical attacks, and threats. This is not just a crisis of safety; it is a crisis of dignity and respect for those who serve on the front lines of our transport network.

The findings of this report lay bare the extent of the problem. With over half of survey respondents reporting experiences of violence in the past year, it is clear that urgent action is needed. Behind every statistic lies a personal story of pain, fear, and resilience—a reminder that workplace violence is not just a workplace issue but a societal one.

As General Secretary of the Transport Salaried Staffs' Association (TSSA), I stand with our members and all transport workers in calling for transformative change. This report provides a roadmap for action, urging parliamentarians to strengthen protections for workers and employers to step up their responsibilities. Together, we must create a transport network that is not only efficient and reliable but also safe and inclusive for everyone.

We have a unique opportunity before us. The Government's plans to bring transport services into public ownership and control can and must include a standardised, sector-wide approach to addressing violence and harassment. By learning from best practices and fostering a culture of zero tolerance for abuse, we can make lasting change.

To every worker who participated in this survey and shared their experiences, I want to personally thank you. Your testimony is invaluable, and your voices are at the heart of this fight for change. Please know that your union stands with you, and we will not stop until meaningful action is taken. This report is not just a reflection of the challenges we face; it is a rallying call for all of us to work together and build a transport industry where safety, dignity, and respect are the standard, not the exception.

A handwritten signature in black ink, reading "M. Eslamdoust".

**Maryam Eslamdoust**  
TSSA General Secretary

# 1. Introduction

The Transport Salaried Staffs' Association (TSSA) represents thousands of professionals working within the transport and travel sectors across the United Kingdom and Ireland.

As a union, TSSA is committed to advocating for the safety, well-being, and dignity of its members, ensuring they can work in environments free from harassment, violence, and abuse.

To better understand the scope and nature of workplace violence experienced by our members, TSSA conducted a survey, highlighting the prevalence, types, and impact of violent incidents.

Workplace violence poses a critical challenge across the transport sector, where employees often face heightened risks due to their public-facing roles, the nature of shift work, lone working environments, and the pressures associated with managing complex and sometimes contentious interactions with passengers and colleagues.

Such violence not only jeopardises the physical and emotional wellbeing of workers but also undermines their confidence, job satisfaction, and ability to perform their duties effectively. It also has wider consequences for the companies they work for, in lost work hours, and sick days after incidents take place.

## **Report objectives**

The findings of this report provide valuable insights into the lived experiences of TSSA members, revealing both the personal and professional consequences of workplace violence.

From verbal abuse and threats to physical injuries and harassment, the survey paints a sobering picture of the risks faced by workers.

Equally concerning are the gaps in employer responses, including inconsistent reporting procedures, limited support for victims, and insufficient measures to prevent or mitigate violent incidents.

The objectives of this report are therefore –

1. To highlight the prevalence and forms of workplace violence experienced by TSSA members.
2. To assess the effectiveness of existing workplace policies and employer responses in addressing incidents of violence.
3. To provide recommendations for parliamentarians and employers to improve protections, policies, and practices aimed at mitigating workplace violence.
4. To advocate for the necessary legislative and organisational changes to create safer and more supportive workplaces in the transport sector.

By addressing workplace violence comprehensively and collaboratively, we can create safer, more respectful workplaces for all. This report serves as a call to action for all stakeholders to prioritise the safety and dignity of workers within the transport sector.

## The structure of this report

In Section 2 of the report, we set out the background context in which the survey of our members was conducted.

Section 3 provides an overview on the methods we use to collect data from respondents.

The principal findings and trends in the data are then reported in Section 4, followed by the impact that this has had on the day-to-day working lives of transport workers in Section 5.

In discussing the effects of abuse and harassment, we also provide an overview of our members' experiences of using the mechanisms available to report these incidences.

Finally, in Sections 6 and 7 we conclude by providing some recommendations for politicians and employers, based on members' testimony and the union's extensive experience of organising in the sector.



## 2. Background

### Members' voices

*I have the expectation that  
when I go to work, I will be a  
victim of workplace  
violence and aggression*

One of the key motivations for investigating transport worker's experience of violence and abuse were the anecdotal reports we received from our reps and members.

However, this evidence joins a worrying statistical trend in the increase of unacceptable behaviour across the transport network.

### Rising levels of violence and abuse

In total 2,793 members of the railway workforce were injured or recorded shock/trauma due to assault and abuse in 2023/24<sup>1</sup>. Any number of incidents of this type is a problem, but the data suggests it has been getting worse.

Data from the Rail Safety and Standards Board suggests that ever since the COVID-19 pandemic, when staff had to enforce public health regulations, attacks on transport workers have remained high<sup>2</sup>. Workforce assaults on the railway resulting in injury or shock are up 36% from 2018/19 (from 1,160 to 1,579)<sup>3</sup>. This is also

reflected in lost time incidents – those that result in an employee missing work for at least one full day. Since 2020, the number of lost time incidents due to work-related violence on the railways has increased year on year, from 88 to 177<sup>4</sup>.

This is not just an effect of the return to rail after the pandemic. At 177, lost time incidents are now 14.2% higher than what they were in 2019 (155)<sup>5</sup> despite a 5% reduction in the number of journeys from the 2019/20 period.

These trends are also expressed in other, more localised data sets. For example, TfL data also shows an increase in work-related violence and aggression from the 2022/23 period to 2023/24, with reports going from 9,989 to 10,493<sup>6</sup>. Work-related violence and aggression have increased across all TfL modes with around 200 incidents reported on average every week<sup>7</sup>.

### Not all are affected equally

The rise in violence and harassment has particularly affected women and girls. Figures published by the British Transport Police show that recorded violent crimes against women and girls on the transport network have risen in the past year by 20%<sup>8</sup>. These statistics show an average of 31 violent crimes committed against women and girls on the network, daily.<sup>9</sup>

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<sup>1</sup> <https://www.rssb.co.uk/safety-and-health/risk-and-safety-intelligence/annual-health-and-safety-report>, p.10.1

<sup>2</sup> Ibid, p.13.2

<sup>3</sup> Ibid, p.10.1

<sup>4</sup> Ibid, p.10.1

<sup>5</sup> Ibid, p.10.2

<sup>6</sup> [https://tfl.gov.uk/info-for/media/press-releases/2024/august/new-tfl-campaign-launches-to-tackle-](https://tfl.gov.uk/info-for/media/press-releases/2024/august/new-tfl-campaign-launches-to-tackle-violence-against-staff-on-london-s-transport-network#:~:text=There%20has%20been%20an%20increase,increase%20of%20five%20per%20cent.)

[violence-against-staff-on-london-s-transport-network#:~:text=There%20has%20been%20an%20increase,increase%20of%20five%20per%20cent.](https://tfl.gov.uk/info-for/media/press-releases/2024/august/new-tfl-campaign-launches-to-tackle-violence-against-staff-on-london-s-transport-network#:~:text=There%20has%20been%20an%20increase,increase%20of%20five%20per%20cent.)

<sup>7</sup> Ibid

<sup>8</sup> <https://www.bbc.com/news/articles/clvg9mmnewwo>

<sup>9</sup> Ibid



Similarly, recorded sexual offences which include rape, indecent exposure, and upskirting, increased from 2,246 last year to 2,475 in the year to March<sup>10</sup>. This follows reports in May that sexual offences against young women increased on London's transport network by 33%<sup>11</sup>.

### **The impact**

The extent of the problem – and its disproportionate effects – has had an impact on attitudes towards public transport. Recent DfT research has found that there is a clear association between protected characteristics and feelings of safety on the transport network<sup>12</sup>.

Women, young people and those with a health condition or illness were the most likely to feel that travelling by public transport is unsafe. Of the Black, Asian and Minority Ethnic (BAME) people who took part in the research, 43% were concerned with the risk of harassment on the

transport network; 48% the risk of violence; and 46% the risk of discrimination<sup>13</sup>.

All those with a health condition or illness were more likely to be concerned about harassment, violence and discrimination. This was particularly acute in those with neurological conditions, with 50% concerned with the risk of harassment and 46%, violence. Three in ten (29%) people with a neurological condition were concerned about the risk of discrimination – the second highest proportion behind those from an ethnic minority background<sup>14</sup>.

### **Our findings**

The findings from this survey align closely with the picture emerging from the broader industry data, described above.

In the following sections we set out how we surveyed our members, the findings of that research, and what policy makers and employers can do to curb this rising tide of violence, abuse and harassment.

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<sup>10</sup> Ibid

<sup>11</sup> <https://www.standard.co.uk/news/london/london-transport-tube-sexual-offences-british-transport-police-data-b1160759.html>

<sup>12</sup> <https://assets.publishing.service.gov.uk/media/66e04df64dd910b7e335cdf9/perceptions-personal-safety-transport.pdf>

<sup>13</sup> Ibid, p.25

<sup>14</sup> Ibid, p.25

### 3. Methodology

The survey of TSSA members was designed to gather comprehensive insights into the prevalence, nature, and impact of workplace violence among transport and travel workers.

It employed a mixture of question types, including yes/no questions, multiple-choice selections, and open-ended questions.

The open-ended format allowed respondents to describe incidents in detail, share their job roles and location, and suggest areas for improvement.

The survey was intentionally structured to be quick and straightforward, with an average completion time of three minutes.

#### Sample Size and Demographics of Respondents

The survey received responses from 650 transport and travel workers, although not every participant provided a response to every question. While targeted at TSSA members, it was also open to non-members in the industry, providing a broader view of workplace violence in the sector.

Although specific job roles were not provided as tick box options in the survey itself, respondents could freely describe their roles in open-ended answers, further enriching the data collected.

#### Data Collection Methods

The survey was open for a total of four months and was distributed through various channels to maximise outreach and participation including the membership newsletter and engagement with TSSA reps.



## 4. The extent of the problem

Like the wider trends examined in Section 2, our survey revealed that workplace violence is a significant issue for workers in the transport and travel sector. Over half of respondents reported experiencing some form of violence—either physical or verbal—within the past year.

The survey revealed a broad spectrum of violence experienced by transport workers, ranging from verbal abuse to serious physical injuries. Each form of violence not only highlights the risks workers face daily but also underscores the urgent need for effective prevention and response measures.

Below, we describe our members' experiences of different forms of violence and abuse whilst at work. A total of 227 responses were collected to this question, which asked respondents to describe their experiences of violence and abuse on the transport system.

### Forms of violence and abuse

*Verbal threats or abuse* – A shocking 95% of respondents to this question (216) reported that they had been on the receiving end of verbal threats or abuse – the most prevalent form of violence we surveyed, affecting the vast majority of victims.

This type of violence, while often downplayed, has psychological and emotional impacts. Repeated exposure to demeaning or threatening language can lead to heightened stress, reduced job satisfaction, and long-term mental health challenges.

The pervasive nature of verbal abuse also creates a hostile work environment, undermining morale and worker well-being.

### Members' voices

*Working in ticket offices I get called everything from 'jobsworth' to 'a useless c\*\*t'. I have had people threatening to return at the end of my shift to teach me a lesson*

### Members' voices

*Verbal abuse is common on the underground, whether it's from people you don't let in without a valid ticket or people who jump barriers*

*Threats with a weapon* – Perhaps even more alarmingly, 40% of the members responding to this question (91) reported incidents involving weapons, pointing to the heightened dangers transport workers face, particularly in frontline roles. These threats not only endanger the immediate safety of workers but also instil lasting fear and anxiety. The presence of weapons significantly escalates the risk of physical harm and underscores the need for robust security measures and de-escalation training.

*Minor injuries requiring first aid* – 40% of the respondents to this question (91) reported incidents resulting in minor injuries, such as cuts, bruises, or sprains. While these injuries may not always require extensive medical attention, they are indicative of a broader culture of aggression and physical risk in the workplace.

These insights reveal that transport workers are exposed to a range of violent behaviours -both verbal and physical - many of which have lasting impacts on their health, wellbeing, and professional lives.

The widespread and often severe nature of these incidents demands immediate attention from employers and policymakers.

### **Members' voices**

*I was assaulted by a member of public who needed ejecting when he punched me and throttled me at King's Cross station*

### **Members' voices**

*At the ticket gates at Glasgow Queen St, a male had no ticket and was threatening staff. When I tried to speak to him, he told me he felt sorry for my family as he was going to stab me in the heart, then attempted to pull a knife from his pocket. He was apprehended by the BTP*

## Women and BAME workers in the firing line

Just as the wider trends we reported in Section 2 especially affected women, BAME and LGBTQ+ passengers, the same is true of our respondents. TSSA members frequently described experiences of racial and sexual harassment.

*Racial harassment* – Racial harassment was reported by 43% of respondents to this question (98), illustrating the additional burdens faced by workers from black and minority ethnic backgrounds. This form of violence is particularly insidious, as it not only targets individuals but also perpetuates systemic discrimination. Victims of racial harassment often face feelings of isolation and a lack of support, further exacerbating the trauma associated with such incidents.

*Sexual harassment* – 37% of respondents to this question (83) reported sexual harassment, highlighting the disproportionate risks faced by certain demographics, particularly women and LGBTQ+ workers. This type of violence often goes underreported due to stigma, fear of retaliation, and a lack of confidence in reporting mechanisms. Sexual harassment not only causes immediate emotional and psychological harm but also contributes to a culture of inequality and exclusion within the workplace.

### Members' voices

*At Stratford station, a few times a week we face verbal abuse, racist remarks and threats of physical harm*

### Members' voices

*Had a drunken chap come at me on one of the night shifts that I worked a while ago using racist slurs and holding knuckle dusters ready to attack. However, luckily, as there were a few of us, we manage to scare him away. I don't know what could've happened if I was alone*

### Members' voices

*I have been assaulted physically many times, including being kicked with force, grabbed, pushed, shoved, pulled and hit. I have been abused because of my race as a protected characteristic on six occasions – or treated differently because of it. I often get threatened and verbally abused. I have the expectation that when I go to work, I will be a victim of workplace violence and aggression*

## Sources of Violence

Respondents often identified passengers or customers as the primary perpetrators of workplace violence. Frontline workers in particular face elevated risks due to direct interactions with the public.

However, although less common, incidents involving colleagues or management were also reported, indicating that workplace violence can originate from within as well as outside the organisation.

### *Members' voices*

*I have had a knife pulled on me, I've had several verbal threats, I've been sexually assaulted and threatened to be followed*

### *Members' voices*

*I always receive verbal abuse when the service is rubbish. Sexual harassment comes from drunks when I'm on a late duty*

### *Members' voices*

*A male exposed himself to me on the platform*



## 5. The impact on transport workers

The consequences of workplace violence are immediate, but they can also extend far beyond the incident.

Respondents reported several long-lasting effects on their wellbeing. The experiences described in the survey also demonstrated a failure by employers to respond visibly to these issues and adapt policies and procedures for mitigating or reducing them.

In this section, we set out these longer-term effects of violence and abuse as described by our members, and the responses from employers in the aftermath.

### **The longer-term impacts of violence and abuse on transport workers**

Our members reported several lasting effects from the violence they had suffered.

*Physical injuries* – A significant proportion of respondents experienced physical injuries, with a little over a third requiring medical assistance and two fifths needing first aid.

*Emotional and psychological effects* – Many respondents cited lasting emotional distress, including anxiety and fear, which affected their mental health and sense of security at work.

*Effect on job satisfaction and productivity* – workplace violence negatively impacted job satisfaction, with many respondents indicating reduced morale, engagement, and productivity because of their experiences.

### **Members' voices**

*Some of the things that have been said to me I cannot repeat but it does affect you mentally, emotionally and physically*

### **Members' voices**

*Although the assault on me was some time ago, I have never forgotten how it made me feel. On an evening after an Oasis concert in Cardiff, a customer who missed the last train to Bristol Temple Meads went berserk, demanding that I get transport for him. I was cornered with no support. It was after 22.00 and there were only two platform staff working. The young man, in his 20s, struck out at me punching me and spitting in my face*

## How is the problem being reported and addressed?

Our survey responses suggest that while violence, abuse, and harassment are an everyday experience for transport and travel workers, there remains a reluctance to report these issues. Of the 233 respondents who answered the question on whether they had reported the incident they had experienced, just under three quarters had (171), a little over a fifth (51) chose not to report, and the remainder (11) did not recall whether they had reported at all.

For those who did not report, common barriers included a lack of confidence in the effectiveness of reporting processes, fear of repercussions, and a perception that reporting might not lead to meaningful action.

## Members' voices

*In the Inspector's Office, a male passenger lashed out with a stick because he had missed his bus. The attack left me with back pain and a constant fear of being attacked again*



Although reporting rates are relatively high, with over three quarters of 484 respondents (372) indicating they had been informed about how to report violent incidents, many respondents were unaware of how reports were processed. Just over half of 483 respondents (258) were aware of any investigative procedures for violent incidents, highlighting a significant gap in understanding of what happens after an incident is reported.

After investigation, awareness of management actions to address the issues – such as changes in staffing or security arrangements – was notably low, with only a third of respondents (159 out of 482) recognising such measures.

Despite the presence of policies, many respondents expressed scepticism about their

effectiveness, citing inconsistent application, inadequate follow-through, and a lack of visible results as key concerns.

The picture painted by these responses is of a workforce that suffers the long-term effects of violence and abuse at work, such as physical and psychological injury, low morale and job satisfaction, that then reports these incidences once they have happened but has little knowledge about how they are addressed or confidence in how they will be mitigated in the future.

The findings highlight the need for a visible strategy for tackling this pervasive behaviour and for targeted interventions and systemic changes to protect workers across all demographics.

### **Members' voices**

*I work as a Railway Enforcement Officer and encounter abuse/threats/offensive language and physical threats on almost a daily basis. This occurs on train services and at stations that I patrol. BTP are nowhere to be seen, partly due to lack of officers. Kent Police rarely turn up when needed as they try to pass the buck on to BTP. We just do not have the tools needed to do our job or protect ourselves*

### **Members' voices**

*At platform 3 or 4, a male passenger without a valid ticket pushed me twice towards the platform edge then threatened to smash my face into concrete. BTP apprehended him. He went to court after not attending 3 times, was found guilty, but allowed to walk free – a waste of time*

# 6. Recommendations

Based on the survey findings, it is evident that workplace violence in the transport and travel sectors requires immediate and concerted action and that we need a visible strategy for addressing it.

The following recommendations are drawn from the data itself and from TSSA's over 125 years' experience of organising in the transport and travel sector.

They are targeted at both parliamentarians and employers to create safer and more supportive work environments for all transport workers.

## For Parliamentarians

### 1. Legislative Measures to Enhance Worker Protections

- Legislative development of a standalone offence of violence against transport workers, similar to the new legislation aimed at protecting retail workers.
- Work with relevant trade unions to develop and implement comprehensive workplace safety laws specific to the transport sector, ensuring that protections explicitly address violence, sexual and racial harassment, and abuse.
- Mandate that all employers adopt minimum standards for reporting, investigating, and addressing incidents of workplace violence, abuse, and racial and sexual harassment.
- Require employers to conduct regular risk assessments and implement strategies to mitigate potential violence.

### 2. Funding for British Transport Police and Workplace Safety Programs

- With proposed funding cuts to BTP, the risk to transport workers and members of the public could continue to worsen. Therefore, it is pressing that government reinstate resources available to BTP, enabling them to respond to, and deal with, incidents efficiently and effectively.
- Allocate resources to develop and sustain workplace violence and abuse safety programs, including violence prevention initiatives and employee support systems and bespoke support for sexual and racial harassment.
- Support public awareness campaigns to highlight the unacceptability of violence, abuse, and sexual and racial harassment against transport workers and to promote respect for staff.

### 3. Enforcement of Stricter Penalties for Offenders

- Increase penalties for individuals who perpetrate violence against transport workers, particularly in cases involving threats with weapons or harassment.
- Ensure that transport workers are recognised as a protected group under the law, similar to emergency workers, to deter violence and abuse.

### 4. Monitoring and Accountability

- Establish regulatory bodies to oversee workplace safety specifically in relation to violence and abuse, and sexual or racial harassment, in the transport

sector, ensuring compliance with laws and policies.

- Introduce mandatory reporting of violent incidents, including abuse and sexual and racial harassment, to create an accurate database and inform future interventions.

## **For Employers**

### **1. Implementing Robust Reporting and Response Protocols**

- Establish clear, accessible, and confidential systems for workers to report incidents of violence, racist abuse, and sexual harassment.
- Ensure timely and transparent investigations of reported incidents with appropriate actions taken against offenders.
- Regularly review and update reporting systems to address employee concerns and barriers to reporting.

### **2. Training for Staff on De-Escalation and Conflict Resolution**

- Provide all employees with training in conflict de-escalation techniques, recognising early warning signs of aggression, and managing difficult interactions.
- Include targeted training for supervisors and managers to respond effectively to reports of workplace violence, racism and sexual harassment, to support affected employees.

### **3. Investment in Security Measures**

- Increase on-site security, such as employing trained security personnel and installing surveillance cameras, particularly in high-risk areas.

- Evaluate and modify workplace layouts to improve safety, such as adding secure areas for staff and ensuring well-lit workspaces.

- Introduce emergency response protocols, including panic alarms and rapid communication systems, to protect workers in dangerous situations.

- Introduce discreet protective clothing and equipment.

### **4. Support Systems for Affected Employees**

- Establish comprehensive recovery programs for workers who experience violence, racial abuse, or sexual harassment, including access to counselling, medical assistance, and paid leave ensuring no staff member is incurring a loss of earnings due to a violent incident.
- Create peer support groups or mentorship programs to help employees process their experiences and rebuild confidence, including for BAME or women workers experiencing racial or sexual harassment.
- Publicise these resources to ensure workers are aware of and feel encouraged to utilise them.

### **5. Fostering a Culture of Zero Tolerance**

- Adopt and enforce a zero-tolerance policy for workplace violence, racism, and sexual harassment, making it clear that all incidents will be taken seriously and addressed swiftly.
- Involve employees in the development and review of workplace violence policies to foster trust and engagement.

- Recognise and reward proactive behaviours that contribute to a safer work environment, such as peer interventions or innovative safety ideas.

#### **6. Regular Evaluation of Policies and Practices**

- Conduct periodic audits to assess the effectiveness of workplace violence policies and practices, ensuring continuous improvement.
- Collect and analyse data on incidents, responses, and outcomes to identify

trends and gaps, using these insights to drive future initiatives.

By implementing these recommendations, parliamentarians and employers can take decisive action to protect transport workers from workplace violence.

A collaborative approach that combines legislative reform, robust organisational policies, and dedicated resources will not only enhance safety but also foster a culture of respect and support throughout the sector.



# 7. Conclusion

Workplace violence remains a pervasive and deeply troubling issue in the transport and travel sectors, as evidenced by the findings of this survey.

Over half of the respondents reported experiencing violence in the past year, with verbal abuse, racial harassment, and physical threats being disturbingly common. The impact on workers is profound, with emotional distress, physical injuries, and diminished job satisfaction significantly affecting their well-being and productivity.

Despite existing policies and measures, the survey revealed critical gaps in employer responses, support systems, and preventive actions, leaving many workers feeling vulnerable and unsupported.

While a majority of respondents are aware of workplace policies and reporting procedures, the survey highlights a critical shortfall in the practical application and perceived effectiveness of these measures. For instance, of those who responded, only one in three workers were aware of proactive actions taken by management to address workplace violence, and less than a third received assistance to recover after experiencing an incident. These shortcomings not only exacerbate the immediate harm caused by violence but also contribute to a culture of vulnerability and mistrust.

The urgency of addressing workplace violence cannot be overstated. It is not merely a matter of protecting individual workers but also ensuring the resilience, efficiency, and reputation of the transport sector as a whole.

The findings highlight an immediate need for legislative reforms, better enforcement of workplace safety policies, and a cultural shift that prioritises the dignity and safety of workers.

## Call to Action

This report calls on policymakers to take decisive steps to protect transport workers, including enhanced penalties for offenders, mandated reporting frameworks, and increased funding for workplace safety initiatives. Clear and enforceable laws can help ensure that workplace violence is not tolerated and that victims are supported effectively.

Employers must prioritise the safety and well-being of their workforce through tangible actions. This includes implementing robust reporting and response protocols, providing training on de-escalation techniques, and investing in physical and procedural security measures.

Equally important is the establishment of support systems for affected workers, such as counselling and recovery programmes. Employers have a duty to foster a culture of zero tolerance for violence, demonstrating through consistent action that the safety of their employees is non-negotiable.

## A Collaborative Path Forward

Workplace violence is not an inevitable part of the job—the rising levels we have seen in recent times is a preventable crisis. Transport workers deserve to feel safe at work, free from fear, abuse, and harm. The time for action is now.

Addressing workplace violence requires a unified approach. Parliamentarians and employers must work together with unions and

workers to design and implement policies that are effective, inclusive, and forward-looking. By acting decisively now, we can protect workers, enhance the transport sector's resilience, and set a standard for workplace safety that reflects

the values of respect, dignity, and accountability.

There is no place for workplace violence in a modern, thriving transport sector.