DGUV
Deutsche Gesetzliche Unfallversicherung
Spitzenverband

The dimension of work-related accidents in Germany and the institutional framework for its prevention

PRAISE Seminar

14. Juni 2011 , 13.00-17.30

Sankt Augustin 14th June 2011

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Stabsbereich Prävention der DGUV

The role of road safety in the prevention activities of DGUV



Common Goal:

Prevention of work-related and traffic accidents is necessary due to

- humanitarian. Economic and company-related reasons

Joint Programme for the prevention of work related, commuting and road traffic accidents from

- DGUV – German Social Accidents Insurance and its members
- German Road Safety Council (DVR).

Objective: Design and assure safe and future-oriented mobility

Deutscher Verkehrssicherheitsrat

VISION ZERO.
KEINER KOMMT UM. ALLE KOMMEN AN.

Starting point





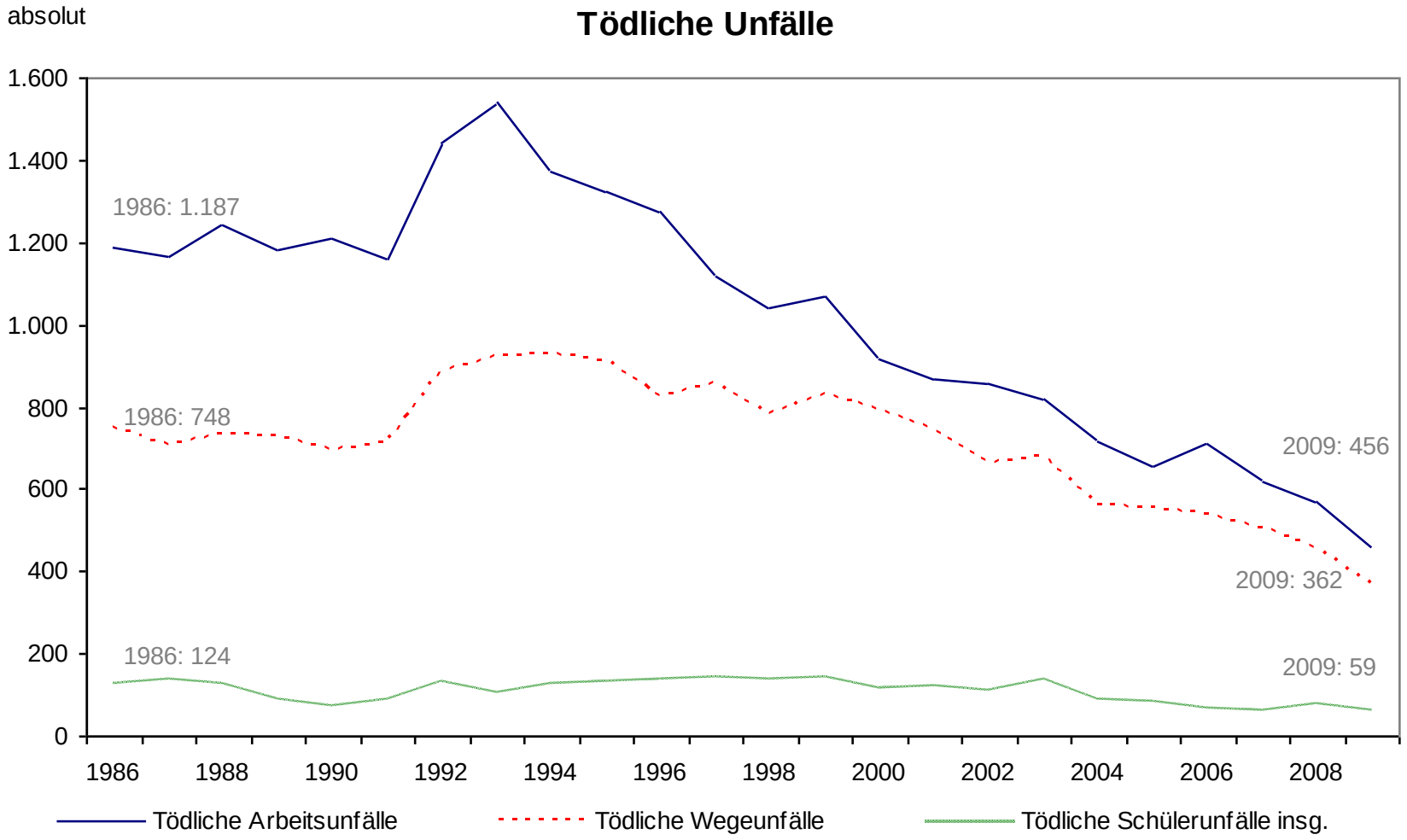
Since the beginning of our activities in the 60ties in Germany the fatal accidents are decreasing continiously,

- But every day more than 11 road users are killed
- Every day more than 1,000 are injured.

- A lot of casualties and fatalities in commuting accidents
- The proportion of road accidents in relation to all work accidents is increasing, road accidents are more severe

➔ **The need for more endeavour with the accident insurance sector in close cooperation with DVR concerning work-related road safety is needed.**

Killed in accidents in the field of DGUV in 2009



Risks in road traffic

- Fatigue
- Work monotony
- Time pressure
- High traffic density
- Demands towards the driving staff also while working (calls, …)
- Tasks occuring in the road environment (loading, delivery, collection of waste …)
- Insufficient securing of load and its control
- Disregarding of rules concerning loading activities







Road Safety Programms

For more than 20 years the „Safety on all roads“ programme of DVR and DGUV and accident insurers has been continiously updated and improved.

- Company-related programmes
- Branch-related programmes

The 2 years prevention campaign

„Fight the risk“ started in January 2010



RISIKO RAUS



GDA: Joint German Work accidents prevention strategy „Work togehther – each one with its responsibility“

Gemeinsame Deutsche Arbeitsschutzstrategie

National Government

Ministry of Labour an Social Affairs

Federal States

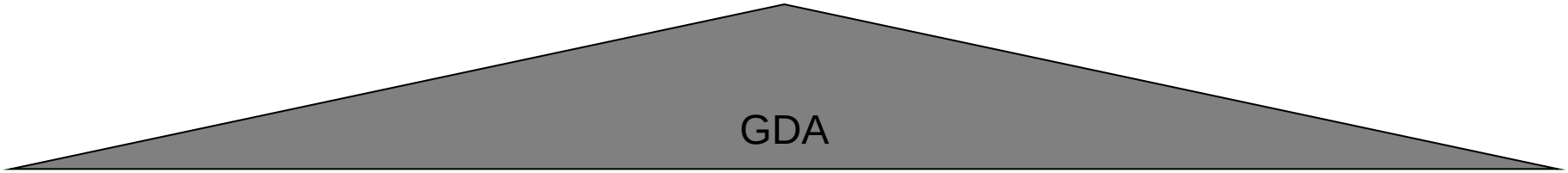
Social Accident Insurers

Bundesministerium für Arbeit und Soziales

LASI

Länderausschuss für Arbeitsschutz und Sicherheitstechnik

Main Elements of the GDA



Development of common **work safety objectives**	Definition of main **activity fields** and focal points for **working programmes** as well as implementaio n rules on a common basis	**Evaluation** of objectives, activity fields and working programmes	Setting of a **concerted approach** for the federal authorities and the accident insurers concerning advice and enforcement of companies and organizations	Design of an understan-dable, easy and **concerted set of rules and regulations**

The joint work safety objectives 2008 – 2012

- Reduction of frequency and severity of work accidents
- Reduction of frequency and severity Muscular-skeletal strains and Disorders
- Reduction of frequency and severity of skin disorders

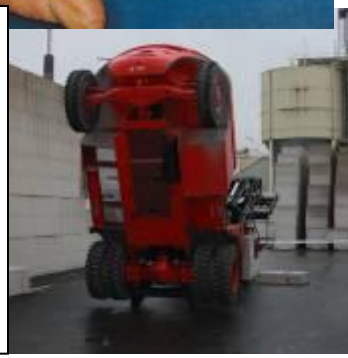












Common working programmes

Category I

- Safety and health for contsruction workers
- Safety and health for temporary workers
- **Driving and transporting safely (inplant and outside workplaces)**
- Safety and health for care sector employees
- Healthy and successful working in the office
- Health care for working with humid environments and with skin-damaging substances

Category II

- Awareness raising for safety and health at schools
- Safety and health care for unilateral and sedentary activities
  - ➢ at production sites in the field of presicion mechanival work
  - ➢ at production sites in the food industry
  - ➢ at workplaces in restuarants and hotels
  - ➢ in the public transport sector

Conversation guideline of the GDA-Working Programme (WP) „Transport“

Use of conversation guidelines in the context of company visits while implementing the WP Transport „Driving and transporting safely“

- Work safety experts from accident insurers (AI) and the public control authorities focus on topics regarding the in-plant transportation and the transport on roads
- Core activities of the responsible bosies of the GDA in the WP are using the same discussion guideline
- Implementation from 2010 to 2012

Nationwide and in around 80.000 Betrieben

Topics of the discussion guidelines

1. Fork lifts
2. Continious conveyors
3. Tractors and accesory devices
4. Loading and unloading of vehicles
5. In-plant transport
6. Delivery services
7. Professional drivers
8. Safe loading
9. Waste collection
10. Docking stations
11. Manoeuvring and parking
12. cranes
13. Treating load













Participation of companies

The WP counts with a strong participation of companies!

Why?

Dimension of the activity field of the GDA-WP Transport

A lot or almost every brach is involved :

Cintsruction, minery commerce, part of the production industry and the transport sector

Some figuers

- Around 1,6 Mio. enterprises in these branches
- Around 176.000 enterprises have more than10 employees with social security

How ro achieve the participation of the enterprises?

The companies are motivated to get in touch with the discussion guidelines

- Support to overcome inhibitions concerning the use of the discussion guidelines, particularly SMEs and non-experts
  → through involvement and help
- Informing about advantages of an independent use of the discussion guidelines
  → for the preparation of company visits by work safety inspectors
  → all safety officers use the same guidelines
  → trust, not „surprise“
- Support for the risk assessment

Linking the GDA-Work Programme „Driving and Transporting safely“ with the prevention campaign Präventionskampagne „Fight the risk!“

Gemeinsame Deutsche Arbeitsschutzstrategie

&



Both start at the same time.

Goals of the prevention campaign „Fight the risk!“

„Fight the risk!“motivates for a safe driving and transporting in traffic and in-plant sites.

Objectives

- Diminish accidents risks through behavioura l& risk-oriented measures
- Strengthening the responsibility towards others and towards oneself
- Sensibilize the desicion-makers in companies for the topics of the discussion guideline

Specific goals of the campaign „Fight the risk!“

- Improve load securing
- Improve safety of cyclists, especially teenagers between 10 and 16 years
- Improve safety of in-plant tarnsport
- Increase the number and quality of road-related risk assessment
- Improve the completion of rules
- Improve conspicuity









Development of prevention measures



Approaches for the Reduction of worthening factors from the work organisation, work design & task design and implementation

Development of concepts related to social behav of service activities and client contact

Measures for inmediate reduction of accidents

- Reduction of work burden disparities through e.g.
  - Reduction of peak burden
  - Recommendations for critical activities with high risk
- Consent on the practical needs of different branches
- Working towards new and unconventional working methods

Significance of road safety with Acc. Insurers & DVR (1)

- **Integration in the qualification of work safety officers**
  - Qualification in the sense of improve of knowledge & competence
  - Integral element of the qualification are psychological factors which have an influence on work safety and health, e.g. stress and fatigue
  - Further qualification on topics such as „organisation of in-plant measures for road safety“ or „branch-specific psychological risk factors“

Significance of road safety with Acc. Insurers & DVR(2)

- **Basic & further qualification of the inspectors of the accident insurers**
  - Specific qualification for the target group of inspectors
  - Transmission of knowledge related to branches by each accident insurer
  - Focusing on branches with a high proportion of profe (Deliveries, fleet companies,etc.)
  - Guideline „Psychological burden at work“
  - Consideration of the demographical development
  - Quality assurance of the basic & further qualification



Support for intervention for für Safety officers, Safety Inspectors and managers



- Provision of information material and specific guidelines for inspectors, managers, employers and qualified employees
- Specific Qualification courses for all relevant target groups, incl. work physicians
- In the field of road safety close coopeartion with DVR

Concerning the psychomental risk factorsthere is a great need of training and qualification for all actors!

Practical approaches

- Financial support for road saftey trainings
- Road Safety Seminars , also with High-Tech-Simulatortrainings
- Computer-Based-Trainings for load securing, physic of driving und and fatigue
- Checklists for vehicle safety, load securing as well as risk assessment for driving







Details see presentation Hr. Gohl - BGETEM

Development of a „Risk assessment road transport“ in the context of the „Fight the risk!“ campaign

- **Objective: comprehensive modular diagnosis tool which includes**
  - technical
  - situational
  - organisatonal
  - personal, i.e. psychological and physical risk elements.



Details see presentation Fr. Gericke - GUROM

- **The risk assessment „Road Transport“ shall identify risks and recommend measures with proven effect**
- **The effectivity, the frequency of use, the user friendliness and the accident reduction effect of this approach is evaluated with research defined criteria.**

Situational prevention and link between technology - Man - Organisation in Transport and Health

Situation of the companies in Germany :

- More than 90% of the enterprises are sind SMEs, where around 60% of all the workforce is employed
- Concerning SMEs there aren limitations for the individual advice
- Situation is easier in big companies with prevention departments

Increase of availability of holistic and human-oriente prevention concepts in all work areas incl. transport and health care

- TOP (technical, organisational and personal care measures)
- No isolated analysis, but interface between Man, Technology and Organisation

Innovative incentives in prevention

Support for the introduction of in-plant incentive systems

- E.g. safety competitions, suggestion schemes

Relief from corporate obligations in relation to the effectiveness of measures which have been introduced

Financial support for specific prevention measures

- Support for investments for better working materials
- Support for pilot projects (Best-Practice-Modelle)

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