

Preventing occupational risks to drivers in road transport

Findings from EU-OSHA 's activities

PRAISE German national event
St. Augustin, 14.06.2011



Elke Schneider & Sarah Copsey
EU-OSHA, Bilbao

<http://osha.europa.eu>



Brief description - role of EU-OSHA

- European body based in Bilbao
- Key role to support the collection, sharing and exchange of information on occupational safety and health
- Governing Board of governments, employers and workers organisations
- Working with a network of 'focal points' in EU member states, candidate countries and EFTA. And with key organisations worldwide



➤ 2009:

- According to the EU road accidents database CARE 68 drivers of heavy goods vehicles, and 70 drivers of lorries under 3.5 tons died in crashes
- 115.000 commuting accidents per year (DGUV)

➤ 2010:

Every fourth accident in companies linked to transport or driving (DGUV – BG Verkehr)

- 224.110 of 964.144 work accidents were commuting accidents
- > 20.000 transport accidents & road accidents when driving for work

Commuting accidents on the increase

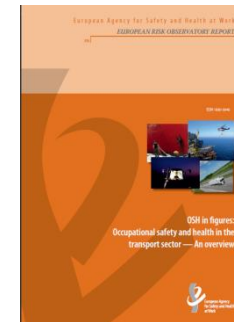
- Of 524 fatal accidents, 369 commuting accidents (DGUV-BG Verkehr)

Jest się dokąd spieszyć?



Summary of findings from EU-OSHA Risk Observatory ` OSH in Figures Transport Sector` report

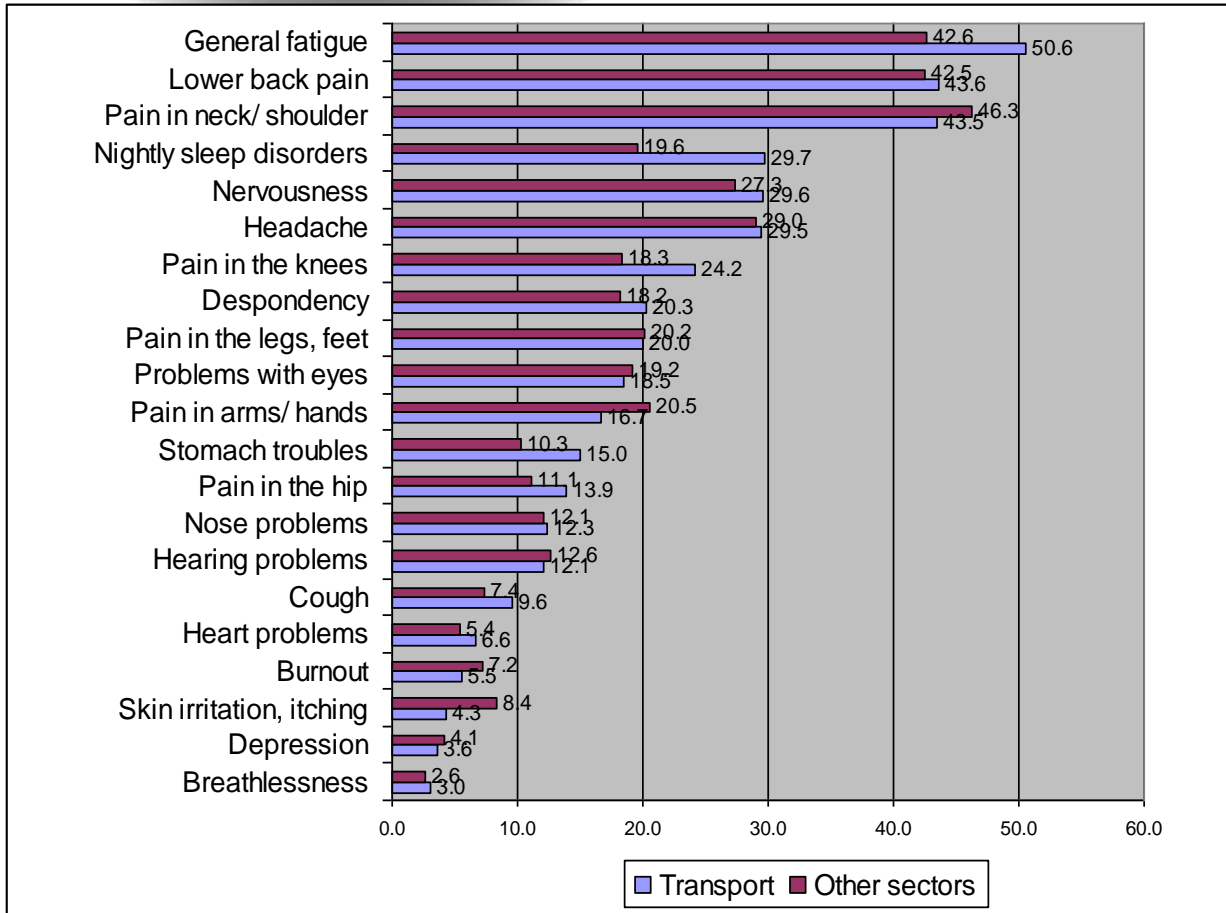
<http://osha.europa.eu>



- More and more **women**
- Transport workforce is **ageing**
- High proportion of migrant workers
- Multiple exposures to **physical, psychosocial & organisational risks**
- Exposure to **dangerous substances and biological agents** – underestimated and **underassessed!**
- **Varying working hours** (working evening, shifts, at night, weekends)
- **Violence** is an increasing risk – and **underreported!**
- **Health problems:** insomnia, digestive, long-term fatigue, musculoskeletal, asbestos-related, hearing loss, infectious diseases, accidents due to falls.
- **Technological equipment** – distractive and challenging
- **Working at clients premises and on the road** – limited scope for adaptation and healthy lifestyles
- **Speed of change and growth** a particular challenge for OSH

http://osha.europa.eu/en/publications/reports/transport-sector_TERO10001ENC/view

Main health problems of transport workers BIBB/BAuA survey 2005/2006



- Fatigue
- Sleeping disorders
- Headache,
- Nervousness
- MSDs (Back, lower and upper limbs)
- Digestive
- Cardiovascular

Multiple risks

- Not just driving risks



➤ Broad range of occupational risks to transport drivers -not just road safety issues and driving hazards- including:

- Loading, unloading vehicles
- Falls climbing in and out of cabs
- Rest and toilet facilities
- Vehicle design and maintenance
- Musculoskeletal and vibration related disorders
- Hot and cold cabs
- Stress
- Violence from members of the public

➤ Drivers NOT a homogenous group: older drivers, young drivers, women drivers, migrants and cross-border driving

Accidents not only crashes

- Accidents linked to unsecured loads and to trips and falls when getting in and out of vehicle and unloading
- Accidents with vans and light-duty trucks highlighted

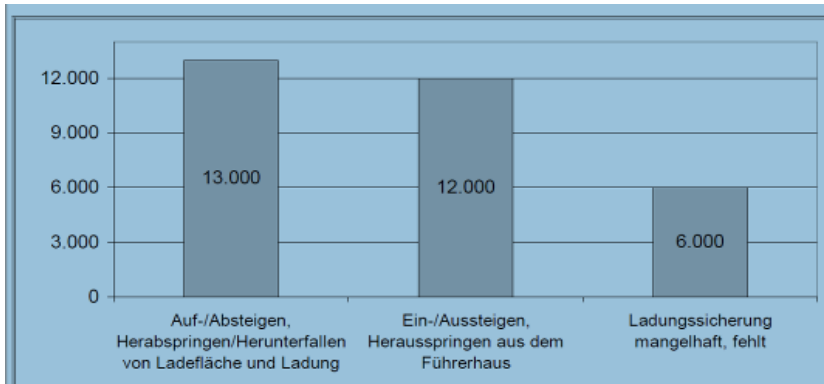


Abb. 20 Schwerpunkte des Unfallgeschehens rund um das Nutzfahrzeug (Anzahl der meldepflichtigen Arbeitsunfälle)

Sicherheits- und Gesundheitsschutzdefizite im Speditionsgewerbe, BAuA study 2005
<http://www.baua.de/de/Publikationen/Forschung/sberichte/2005/Fb1056.html>



Mr Nobody (Der kleine Niemand), Germany

Rheinkraft International developed an automatic spoken alert, triggered when the truck door is opened, to remind the driver to be careful while climbing down.

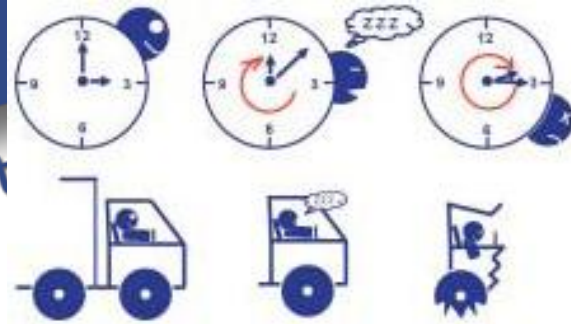
The device costs just EUR130 including installation per vehicle.

‘Mr Nobody’ won a best practice award in 2005.

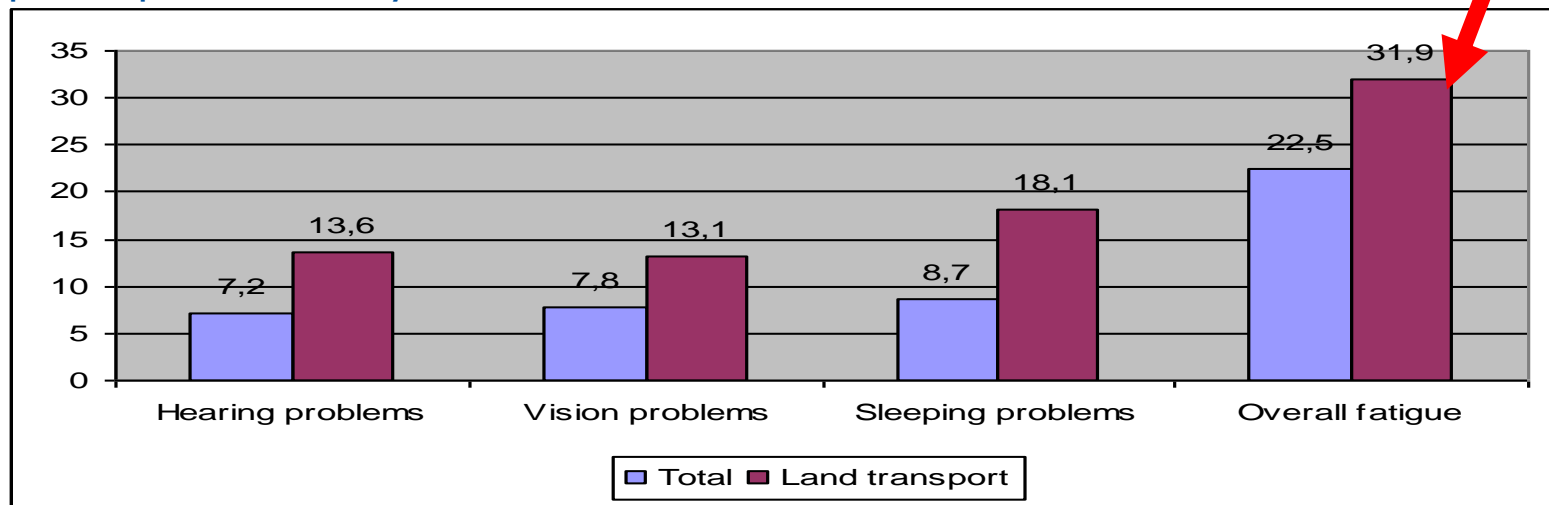
Exposure to risks Dangerous substances

Substance (s)	Source	Workers exposed
<ul style="list-style-type: none">•Solvents, VOCs,•Exhaust fumes, Diesel exhaust and particles•Road and ambient dust•Disinfectants•Textile fibres (e.g. cotton)•Asbestos•Fumigation and storage chemicals	<ul style="list-style-type: none">•Dangerous goods•Cargo loads and foodstuff on long-distance transport•Cleaning products•Insulation materials•Brakes (buses, trucks)•Waste•Fuels	<ul style="list-style-type: none">•Cleaners, service and maintenance workers•Catering staff•Cargo workers•Drivers, delivery and attendants•Workers who handle container goods
Biological & infectious agents	<ul style="list-style-type: none">•Animals•Foodstuff, perishable goods, raw materials•Insects, other vectors•Contact with passengers•Confinement, long-distance travelling	<ul style="list-style-type: none">•Contact with foodstuff, infected travellers and goods•When travelling abroad•Contact with animals

Fatigue - most reported health problem in land transport



- Increasing work load and work pressure
 - ▶ “Just-in-time management”, traffic, remote monitoring & planning
- Monotonous jobs > average working population
- Learning opportunities < average working population
- Change of job content
 - ▶ Knowledge on EU road codes, languages,
 - ▶ Increasing use of technology, remote monitoring
 - ▶ Need for proper training and education.
- ▶ More accidents at night
- ▶ Multiple exposures may affect alertness



% workers reporting health problems, EU27, ESWC 2005, Eurofound

Hellwach am Steuer – German study Survey among truck drivers

➤ Alertness:

- 7 – 23% truck drivers sleepy - pupillometry studies
- 56% falling asleep in video surveillance
- 20% have a low oxygen saturation
- Up to 25% suffer from sleep apnoe
- Accident risk increased by 2-4-fold
- 17 hrs driving: as with 0,8 blood alcohol level

➤ Noise disturbance when sleeping:

- 2/3 of the drivers sleep on the trucks, mostly 4-5 times a week, and often during daytime
- Mostly in industrial areas or parking areas of motorways
- Highest noise disturbances at motorways, partly above limit values for workplaces (> 90-100 dB(A))
- 15000 parking areas missing

➤ Study authors proposed organisational and constructive measures, combined with health promotion

A few findings from EU-OSHA case studies

<http://osha.europa.eu>

Road risk part of OSH management, part of business management!

- Drivers - self-employed, very experienced +independent:
 - Ensure approaches are **practical but not patronising**.
 - Ensure advice and solutions **based on drivers' experience**
Involve drivers in risk assessment, developing solutions,
Use drivers as advocates, Allow sufficient time
 - Use places they frequent – stop areas etc.
- Customer and stakeholder involvement too
 - Where deliveries are made
 - Passengers, school children
 - Road safety groups, transport ministries etc.
- Large organisations to set OSH standards for delivery contractors etc.
 - can stimulate these SMEs to adopt same standards with other clients.
- New technology in cabs can be used for OSH purposes
- OSH solutions may lead to more time to carry out tasks:
 - to be recognised in work organisation & working time.
- Training must be part of organisational system to prevent risks with clear management commitment



Good practice: Stress campaign on public passenger transport drivers, Germany

<http://osha.europa.eu>



What was done:

In 2004 the Bavarian Labour Inspectorate launched a campaign on stress suffered by public passenger transport drivers, in 39 public transport companies.

Key points

- Awareness-raising among transport companies of the need to take action
- Taking a preventative approach to the reduction of work-related stress.
- Targets for improvements and timetable agreed with bus companies.
- Getting companies to help themselves.
- Based on prior investigation of causes and included 'employment' and service provision issues such as rosters, timetables, operating instructions and training.
- Discussions with and observations of drivers, on-site investigations over seven months.
- Investigation in accordance with the code of practice developed by LASI (2003).

Outcome and evaluation

- Including stress in risk assessments, documenting risk assessments
- Strategy for dealing with post-traumatic stress disorder, stress management sessions for drivers who have been involved in severe accidents
- Surveying and consulting employees
- Devising stress management seminars
- Setting up an advisory board for psychological stress
- Creation of innovative, stress-reducing service schedules
- Installing sufficient lavatory facilities for drivers.

Good practice: Actions to increase women drivers

Transport for London, UK



<http://...a.eu>

Problem:

Transport workforce male-dominated - women on the increase -
OSH actions male-orientated
(OSH in Figures Transport report)

Actions:

- TforL **women bus drivers** offers suitable working conditions to improve recruitment and retention
- 'Women mentors' in the depots to support female drivers; help with childcare costs; and women's facilities.
- Measures and campaign to prevent violence on buses
- Training for staff and all managers that emphasises zero tolerance of discriminatory behaviour
- Work continues on issues such as flexible work patterns

In another example, following a study, Spanish trade union CCOO produced recommendations for uniforms for female drivers - incl. for pregnant women



*Initiative zur medizinischen
Unterwegsversorgung von
Berufskraftfahrern/-Innen*

DocStop-Hotline:
01805-112024
(0,14 Euro pro Minute)

pa.eu

Background: lack of access to medical support for long-distance drivers of heavy goods vehicles.

Aim: Enable drivers in need of medical attendance to consult a doctor while on the road by building up medical info & supply network for them.

Project:

- Established as pilot in 2007
- Network of contact points at truck stops located within 4km of medical facilities
- Promotion through TV, radio, flyers, trade organisations, personal dialogue with drivers
- Initially run in Germany, now being implemented at European level
- Supported by many organisations in DE and CH

Results:

- About 200 contact points in 2008, in rest areas along highways
- Well accepted by drivers
- Support from the sector has enabled provision of medical care for haulage drivers in Germany

Further information: <http://www.docstoponline.eu>

Good practice:

The Driver Assistance Systems campaign, Germany

<http://osha.europa.eu>



What was done:

- In this campaign ('Sicher.Für Dich.Für Mich. Fahrer-Assistenz-Systeme'), the BGF gave a financial incentive to enterprises that run vehicles equipped with driver assistance systems. Training on the new technology was also provided to truck drivers. The driver assistance system covers cruise and stability control and lane departure.

Key points:

- Project to reduce the number of fatal and severe accidents involving heavy goods drivers.
- Aims to make the public aware of the need for driver assistance systems (cruise and stability control, lane departure warnings).
- Aims to influence European legislation concerning the future legal requirements for driver assistance systems.
- Subsidy given for equipping vehicles combined with training for drivers.
- Companies taking the subsidy had to help in the assessment of equipped versus non-equipped vehicles.
- Truck stickers on equipped vehicles used to publicise the campaign.

Good practice : Safe taxiing! (Taxi fahren – aber Sicher)

<http://osha>.

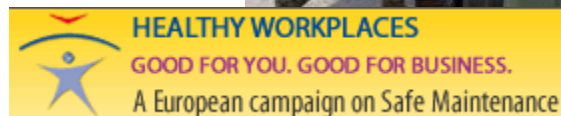


- **Organisation:** German Taxi and hired car association (Deutscher Taxi- und Mietwagenverband e. V.).
- **Resource type:** Guideline/leaflet
- **The good practice recommendations**
 - This guideline for taxi drivers, covering various topics, is divided into three main sections. The first concerns **assaults at work** – giving information ranging from ‘why do taxis get attacked?’ to ‘selfdefence in case of emergency’ and how to avoid assaults.
 - The second section includes information about **road safety** and what taxi drivers can do to drive safely and comfortably.
 - The last main section contains chapters about the importance of **getting enough sleep before work, sitting correctly and how to stay healthy**.
 - There is a list of links to internet platforms and other information sources at the end of the guideline.

Part of our EUROPEAN campaign!

**Maintenance not just vehicle road-worthiness,
integrated into management!**

<http://osha.europa.eu/en/campaigns/hw2010/>



Clear procedures and arrangements which everyone is informed about and form part of daily work:

- Identifying a person(s) responsible
- Planning for the servicing of vehicles
 - The frequency of controls should depend on the conditions under which vehicles are used
- Monitoring the status of vehicles on a daily basis
- Vehicle users reporting any problems during use
 - according to established procedures (e.g. report form, intervention request form)
- Further involving staff by getting them to do daily and weekly vehicle checks
 - basic checks before any journey include: are windows and mirrors clean? Are tyres, brakes, steering and lights in good condition?
- Instructing and training staff on maintenance arrangements and specific procedures for their vehicles
- Insisting that vehicles owned by drivers themselves are also properly maintained and regularly serviced

Minimising accidents and incidents during pizza delivery by motorcycle PHC Franchised Restaurants, Cyprus



Revised safety policy for motorcycle riders and van drivers covering:

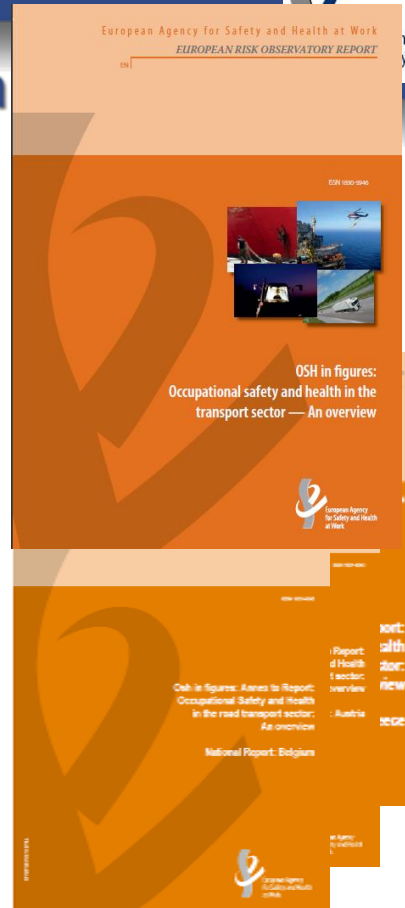
- Road safety and breakdown/accident procedures
- Avoiding violence/ robbery
- Helmet safety – selection/approval, use
- Maintenance
 - Checking vehicles and maintenance (vehicle and carrying box)
 - Reporting problems
 - Training and monitoring (spot-checks)
 - Instructing van drivers about carrying spares and equipment in good condition in case of breakdown
 - Achieve good cooperation between restaurant managers and riders/drivers on safety, where riders inform them of any health and safety problems they or other co-workers may face, including the maintenance of their vehicles or their safety gear
- Engaged the support of the local police department, especially for preparing the road assessment/evaluation procedure and its content

<http://osha.europa.eu/en/publications/reports/GPB06>

New Publications



E-fact 47: Health promotion in the transport sector



- Case study report - Managing occupational risks to road haulage and bus drivers
- Delivering the message - Review of OSH programmes and campaigns in road transport
- Review of available good practice guidance for taxi drivers
- Review of available GP guidance motorbike & bicycle couriers
- Review of some specific accidents in the sector: good practice lessons

OSH in figures
Transport -
Summary report
+ 17 country
reports

Road transport web pages, and also pages covering the other transport sectors



Road Transport – OSHA – - Mozilla Firefox

File Edit View History Bookmarks Tools Help

http://osha.europa.eu/en/sector/road_transport

European Agency for Safety and Health at Work

English

You are here: Home → Sectors → Road Transport

Menu

- About Us
- Practical Solutions
- European Risk Observatory
- Topics
- Priority Groups
- Sectors**
- Agriculture
- Construction
- Education
- Fisheries
- The hotel, restaurant and catering sector
- Health Care
- Rail, Air and Water Transport**
- Road Transport
- Campaigns
- Press Room
- Publications
- Organisations and strategies
- National Focal Points
- Legislation
- Statistics
- Blog
- Social Media
- Our Events
- Good Practice
- European Risk Observatory

Search

Google™ Custom Search

OSH Global Search

A-Z Index

Publications

- OSH in figures: Work-related musculoskeletal disorders in the EU - Facts and figures
- E-fact 47: Health promotion in the transport sector
- Factsheet 88 - Safe maintenance — Safe workers

Practical solutions

- Useful links - Search
- Risk assessment tools - Search
- Case studies - Search

History

Monitor 12 17.01.2011

EU-PRAlSE Report

Hazards and risks to road transport drivers

Road Transport

Managing risks to drivers in the road transport sector can be challenging because drivers work alone, away from their base, and have to contend with traffic danger in addition to many other risks that are difficult for them to control. But risk management measures can be successful if they take account of how the sector operates in practice, as well as the characteristics of drivers themselves and the way they work. The road transport sector includes lorry and van drivers, taxi drivers and chauffeurs and bus and coach drivers, bicycle and motorbike delivery services.

The road transport sector includes lorry and van drivers, taxi drivers and chauffeurs and bus and coach drivers, bicycle and motorbike delivery services.

Working in the road transport sector requires high levels of **professional skill and competence**. For example, drivers of long-distance road haulage vehicles must not only be capable drivers but they must also be able to load and unload, repair technical problems, have certain language skills, carry out basic administration, and act as 'ambassadors' for their company in other countries. They have to deliver their goods in time, regardless of weather and road conditions. They may transport dangerous substances or fragile goods that require extra care and responsibility. In the road transport sector, as with any other, it is important to pay attention to working conditions in order to ensure a skilled and motivated workforce.

There are also **many business benefits** in managing work-related road safety, no matter the size of the business. For example:

- fewer days lost due to injury
- fewer damaged vehicles, equipment and goods
- more motivated staff and a better service
- less need for investigation and follow up

Rail, Air and Water Transport – OSHA – - Mozilla Firefox

File Edit View History Bookmarks Tools Help

http://osha.europa.eu/en/sector/rail_air_water_transport

European Agency for Safety and Health at Work

English

You are here: Home → Sectors → Rail, Air and Water Transport

Menu

- About Us
- Practical Solutions
- European Risk Observatory
- Topics
- Priority Groups
- Sectors**
- Agriculture
- Construction
- Education
- Fisheries
- The hotel, restaurant and catering sector
- Health Care
- Rail, Air and Water Transport**
- Road Transport
- Campaigns
- Press Room
- Publications
- Organisations and strategies
- National Focal Points

Search

Google™ Custom Search

OSH Global Search

A-Z Index

Publications

- OSH in figures: Work-related musculoskeletal disorders in the EU - Facts and figures
- E-fact 47: Health promotion in the transport sector
- Factsheet 88 - Safe maintenance — Safe workers

Practical solutions

- Useful links - Search
- Risk assessment tools - Search
- Case studies - Search
- Providers - Search
- FAQ - Search

News

- UEAPME Joins the Healthy Workplaces Campaign 09.03.2011
- Health and Safety Meeting in Portimao 09.03.2011
- Safe Maintenance Seminar in Ljubljana 09.03.2011
- Belgium's most important event for Safety and Security at Work 09.03.2011
- ISHCCO (International Safety and Health

Rail, Air and Water Transport

Managing risks to workers in the rail, air and water transport sectors can be challenging because of the diverse nature of jobs and risk faced, and because many work alone, away from their base, and have to contend with driving and piloting dangers in addition to many other risks that are difficult for them to control. But risk management measures can be successful if they take account of how the sectors operate in practice, as well as the characteristics of workers themselves and the way they work and if workers are actively involved in the process.

In the transport sector, as with any other, it is important to pay attention to working conditions in order to ensure a skilled and motivated workforce. There are many **business benefits** in managing work-related safety, no matter the size of the business. For example:

- fewer days lost due to injury
- less damage to vehicles, equipment and goods
- more motivated staff and a better service
- less need for investigation and follow up

History

European Risk Observatory

Recommendations for monitoring, research and prevention

http://osha.europa.eu/en/topics/road_transport

[http://osha.europa.eu/en/topics/rail air water transport/](http://osha.europa.eu/en/topics/rail_air_water_transport/)

Some thoughts..

<http://osha.europa.eu>

- Working in road transport requires high levels of professional skill and competence
 - ▶ Being able to drive
 - ▶ Being able to load and unload
 - ▶ Being able to repair technical problems
 - ▶ Having certain language skills
 - ▶ Carrying out basic administration
 - ▶ Acting as "ambassadors" for company
- Major responsibility once on the road
- If society wants motivated and highly skilled road transport workers, more attention should be given to the working conditions of the sector



<http://osha.europa.eu>



Thank you for listening
schneider@osha.europa.eu
copsey@osha.europa.eu

