ETSC's Work Related Road Safety Project: PRAISE

Bonn, 14 June 2011



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Introduction to ETSC

A science-based approach to road safety policy

- **45 organisations** from across Europe under one unique umbrella promoting science-based transport safety measures at EU level
- More then **200 experts** contributing to ETSC's Reviews, Policy Papers, Newsletters, Positions, Lectures, Press Releases, Year Books, etc.
- The European Commission, member organisations, member states and corporate sponsors are funding our work

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ETSC: Priority-based safety work



Monitoring EU transport safety policy

Ranking EU countries' performances - **Road Safety PIN**

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Work-Related Road Safety

STARS



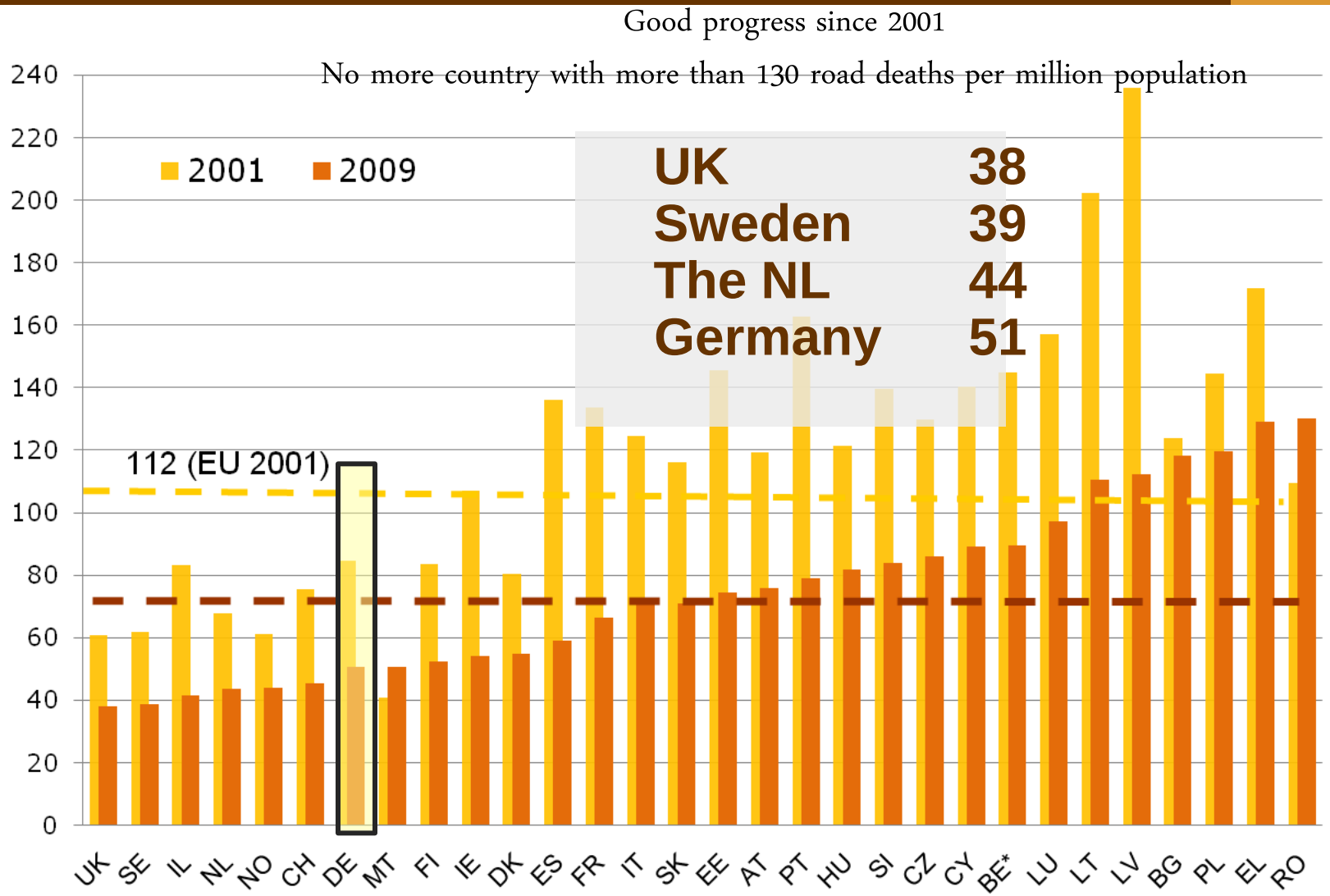
Preventing Drink Driving in the EU – **Safe & Sober Drink Driving Policy Network**

R2R

Roads to Respect: Infrastructure Safety

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Road deaths per population 2009



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The three main killers on EU roads

ETSC 4th PIN Report 2010, Chapter 3

☠ Inappropriate or excessive speed

*More than **2,200** road deaths could be prevented each year if average speeds dropped by 'only' **1km/h** on all roads across the EU.*



☠ Driving under the influence of alcohol

*At least **7,500** deaths could have been prevented if accident-involved drivers reported to be driving over the limit had been sober.*

☠ Failure to wear seat belts

*Around **12,400** car occupants survived serious crashes in 2009 because they wore a seat belt.*
*Another **2,500** deaths could have been prevented if **99%** of occupant had been wearing a seat belt.*

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Scope of the Problem?

- *It is estimated that in Europe **six out of ten work accidents resulting in death are road crashes**, including both crashes while driving for work and commuting crashes. (Eurogip)*

- *It is estimated that **40% of all road crashes involve people 'on duty' and people driving to work or returning from work**. (ORSA)*

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PRAISE

Preventing Road Accidents and Injuries for the Safety of Employees

Aims:

- To advance the knowledge of the need for work-related Road Safety Management.
- Aim to improve work-related road safety in EU Member States and carry out advocacy work at the EU level.

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Business Case for Road Safety at Work

- Reduced running costs through better driving standards (fuel consumption/vehicle maintenance costs);
- Fewer working days lost due to injury;
- Reduced risk of work-related ill health;
- Reduced stress and improved morale / job satisfaction;
- Less need for investigation and paperwork;
- Less lost time due to work rescheduling;
- Fewer vehicles off the road for repair;
- Fewer missed orders and business opportunities, reduced risk of losing the goodwill of customers;
- Less chance of key employees being banned from driving.

Deliverables

- Thematic Reports
- Fact Sheets
- Awards
- Brunches
- Country Seminars
- Advocacy



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Thematic Reports: Topics

Published:

- In-Vehicle Technologies
- Driver Training
- Intelligent Commuting
- Fitness to Drive
- In Vehicle Distraction – “Moving Office”
- Safety at Roadworks

Upcoming 2011-2012:

- Working on the Roads EU Regulations
- Speed Management
- Developing road safety management programmes: ISO Standard Road Safety Management System

Fact Sheets: Success Stories

- Case Study of a company/ organisation
- Interview with CEO
- Lessons Learnt
- Link to thematic reports

4 Completed so far:

DB Shenker,

Suckling Transport,

Fredsø, 3M



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PRAISE Award

Annual Award to employers (SME and MNC) for outstanding contribution in the field of work related road safety.







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PRAISE Brunch, Brussels

- Roundtable Debate
- Press Work
- Launch of the three thematic reports of that year
- Presenting of the award







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Country Seminars

- Discuss work related road safety with experts in that country
- Aim to promote improvement and engender better co-operation between actors.

Countries:

Poland (September 2009) Spain (June 2010 & 2011) Greece (March 17th 2011) UK (Nov. 15th 2011) Germany June 14th (2011), France

Thematic Report 2

‘Fit for Road Safety’-Risk Assessment to Driver Training

1. Driving Improvement in the work Context

Risk Assessment led-framed by 89/391/EEC

Management Process 6 Step Good Practice Model

Frameworks-Haddon and GDE (including new Level 5)

2. Training for Bus and Truck Drivers

Recent EU Legislation – Driver CPC Directive 2003/59

3. Training for other Drivers and Riders

Recommendations to EU/MSs/Employers

4. Employer Level Initiatives

Best Practice examples, Checklist for Employers

Recommendations to EU/MSs/Employers

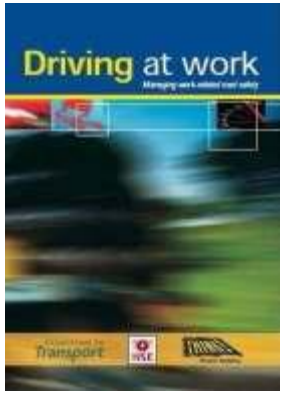
Driver Improvement at Work

- Irrespective of vehicle type or ownership driver risk assessment, monitoring and improvement is a necessary element of a wider systems based approach.
- For legal, societal, business and cost reasons.
- 89/391/EEC covering health and safety at work
- Haddon Matrix provides framework for identifying eliminating risks at organisational level
- Targeted driver risk assessment identifies specific employee development requirements
- Goals for Driver Education Matrix (GDE) provides framework for identifying levels and types of training

Council Directive 89/391/EEC

- Encourage improvements in the safety & health of workers
- Protection of workers through preventive measures,
- information, consultation, balanced participation and training
- Evaluate the occupational risks .... and make provision for
- adequate protection and prevention
- Ensure that all workers receive adequate on-going training
- Applies to all sectors of activity, both public and private
- Assumption that vehicles & roads are part of the workplace





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6 Step Driver Risk Assessment

1. Review existing organisational road safety system
2. For people related risks: managers, supervisors, driver assessors, work schedulers undertake risk assessment as pilot group and to show leadership
3. All existing people undertake the assessment
4. Use output to identify training needs and set appropriate targets for any new people
5. Utilise assessment process for a range of pre-employment, current staff and other purposes
6. Review risks at organisational level and reassess at driver level at appropriate intervals

Goals for Driver Education Matrix

Level/Dimension	Knowledge and Skills	Risk Increasing Factors	Self Evaluation
Level V-Organisational Factors/Societal Factors			
Level IV-Goals for life and skills for living			
Level III Goals and context of Driving			
Level II Driving in Traffic			
Level I Vehicle Control			

Recommendations to EU and National Level

- Identify extent of work related road safety risk via transport and OSH data
- Ensure effective roll out of EC 89/391 Directive
- Leadership by Example on own and supplier
- Review progress against ETSC PRAISE recommendations
- Set and maintain standards for driver risk assessment training content, delivery and administration
- Provide guidance to allow employers to implement frameworks such as Haddon, GDE
- Support good practice and evaluate research

TR 3 Fitness to drive

Structure of the report:

Part 1: Workplace Health Promotion

Part 2: Fatigue

Part 3: Alcohol and work related road safety

Part 4: Driving under the influence of illegal drugs or medicines and work related road safety

Each part covers existing legislation, includes examples of initiatives and case studies recommendations to the EU, to Member States and to the employers

Workplace Health Promotion

Driver related risk factors related to health:

Stress, fatigue, distraction, ageing staff, unhealthy diet, consumption of alcohol or prescription medicine or illegal drugs, preexisting diseases, smoking, lack of excercise

Professional drivers additional sector related health conditions: lower back pain, overweight, cardiovascular and respiratory disease, work-related stress

Absence of illness does not mean fitness!

WHP: Busines Case

Benefits of WHP: reduced absenteeism, fewer collisions, less material damage, less casualties, enhanced motivation, improved productivity, easier recruitment, reduced turnover, a positive and caring image

RoI regarding absenteeism due to WHP: 1:2,5-4,8. (Bödeker and Kreis, 2004)

WHP: Initiatives

1. Finnish Institute for Occupational Health: Optimal set of screening tests to detect truck drivers´health problem
2. Doc Stop: aims at improving medical care of haulage drivers in transit on European routes.



3. Get the risk out –Risiko Raus campaign in Germany

Fatigue

Fatigue is an important contributory factor in a large proportion of road crashes, especially while driving for work.

It affects not only drivers in the transport sector, but also drivings groups such as shift workers.



Many drivers who drive for work are not covered by regulations,company car drivers, van drivers

Fatigue: EU legislation

- Working time directive (2002/15/EC)
- Driving Time and Rest Period Regulation (EC/561/2006)
- Regulation EEC 3821/85 (Tachographs) amended 1998
- Enforcement of driving times and tachographs Directive2006/22/EC
- Vehicle Safety Regulation 661/2009 : Lane Departure Warning for trucks and vans from 20013 on

Find out more…

- Safety Monitor
- Drink Driving Monitor
- Speed Monitor
- Reviews & Policy Papers
- Fact Sheets

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www.etsc.eu

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