



Work related road safety in the EU

EU-OSHAs data collection and awareness-raising activities in road transport



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Brief description - role of EU-OSHA



- Established in Bilbao in 1996
- To help improve working conditions in the EU by providing technical, scientific and economic information to people involved in safety and health at work (OSH).
- Tripartism as basic principle: governments, employers and workers organisations.



- Working with a network in EU Member states, candidate countries, EFTA and other countries (Japan, US, Canada), and with international organisations

Prevent risks to road transport workers

<http://osha.europa.eu>

- 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



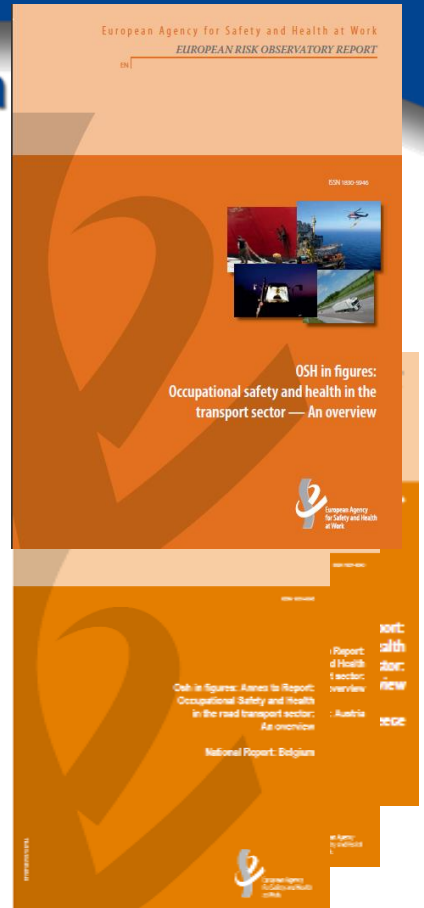
New Publications



E-fact 47: Health promotion in the transport sector



/ / osha



- 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

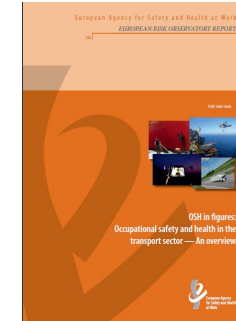
The screenshot shows the OSHA website page for Road Transport. The browser title is "Road Transport – OSHA – - Mozilla Firefox". The URL is "http://osha.europa.eu/en/sector/road_transport". The page features a navigation menu on the left with "Road Transport" selected. The main content area has a heading "Road Transport" and a sub-heading "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." Below this, it states "The road transport sector includes lorry and van drivers, taxi drivers and chauffeurs and bus and coach drivers, bicycle and motorbike delivery services." and "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." It also mentions "There are also many business benefits in managing work-related road safety, no matter the size of the business. For example:" followed by a list: "- fewer days lost due to injury", "- fewer vehicles damaged", "- fewer accidents", "- fewer injuries", "- less need for investigation and follow up". The page also includes a "Publications" section with "OSH in figures: Work-related musculoskeletal disorders in the EU - Facts and figures", "E-fact 47: Health promotion in the transport sector", and "Factsheet 88 - Safe maintenance — Safe workers". A "Practical solutions" section lists "Useful links - Search", "Risk assessment tools - Search", and "Case studies - Search". A "History" section shows "Hazards and risks to road transport drivers" dated 17.01.2011.

The screenshot shows the OSHA website page for Rail, Air and Water Transport. The browser title is "Rail, Air and Water Transport – OSHA – - Mozilla Firefox". The URL is "http://osha.europa.eu/en/sector/rail_air_water_transport". The page features a navigation menu on the left with "Rail, Air and Water Transport" selected. The main content area has a heading "Rail, Air and Water Transport" and a sub-heading "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." Below this, it states "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:" followed by a list: "• 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". The page also includes a "Publications" section with "OSH in figures: Work-related musculoskeletal disorders in the EU - Facts and figures", "E-fact 47: Health promotion in the transport sector", and "Factsheet 88 - Safe maintenance — Safe workers". A "Practical solutions" section lists "Useful links - Search", "Risk assessment tools - Search", "Case studies - Search", "Providers - Search", and "FAQ - Search". A "History" section shows "Recommendations for monitoring, research and prevention" dated 17.01.2011.

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

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

<http://osha.europa.eu>

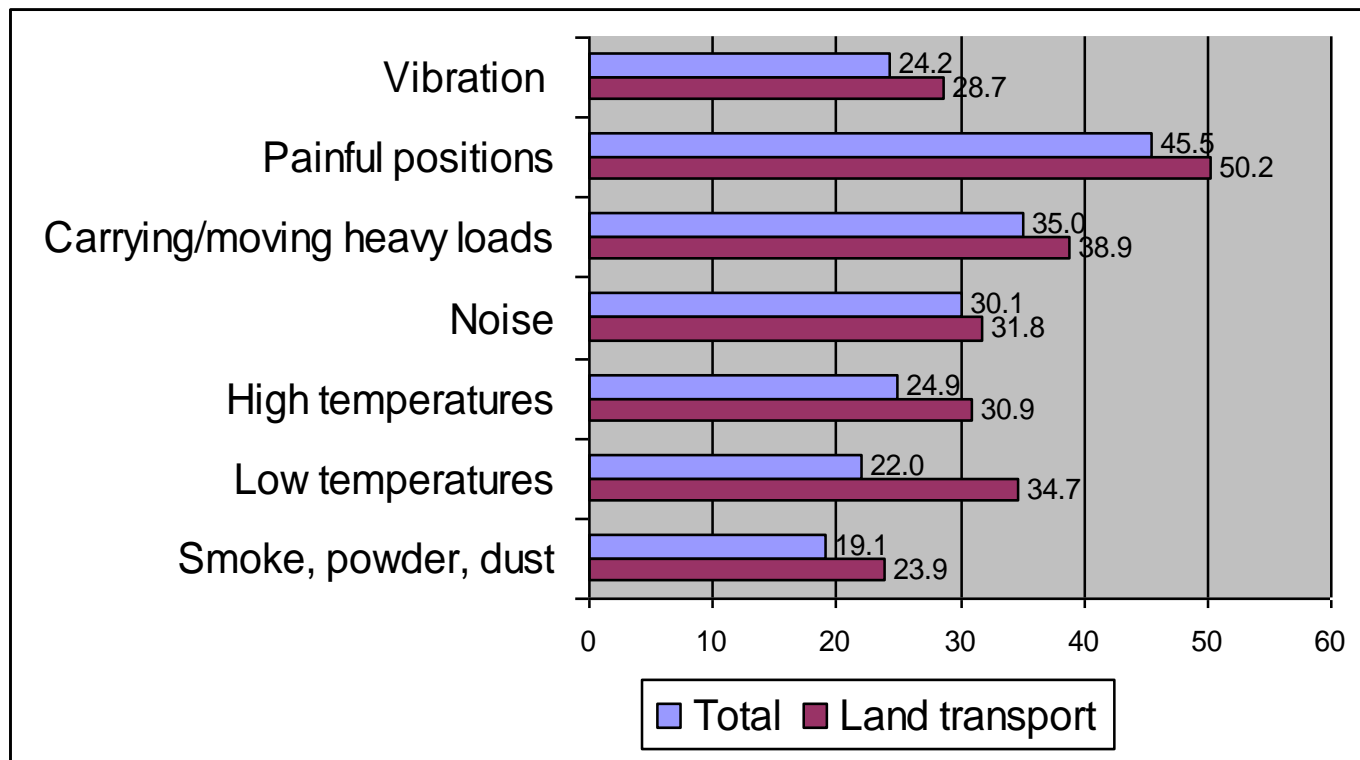


- More and more **women**
- Transport workforce is **ageing**
- High proportion of migrant workers
- Multiple exposures to **physical, psychosocial & organisational risks**
- Exposure to **dangerous substances and biological agents** – underestimated and **underassessed!**
- **Varying working hours** (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

Exposure to risks Physical work factors

<http://osha.europa.eu>

Transport workers have multiple exposures to physical risks



Source: European Foundation for the Improvement of Living and Conditions, Dublin, 2005.

At least 25% of the working time, EU27, 2005

Spanish figures – exposures

According to the Spanish
“Encuesta Nacional de Condiciones
de Trabajo”

<http://osha.europa.eu>

Transport workers are more exposed to:

- **vibrations**
 - hand and arm: **10.4%** vs. 5.6% on average
 - other body parts **8.1%** vs. 2.6% on average
- **painful postures** more than half of the workday: **10.8%** vs. 9.8% on average
- **repetitive work**, for more than 1/2 of working day: **32.6%** against 29.5% of total workers)
- **loud noise**: **13.9%** vs. 7.5 on average
- **vapours and fumes**: **36.2%** vs. 22.3%
- **handling dangerous substances**: **23.8%** against 19%
- 1/4 of the transport workers report **cuts or stings**, a major cause for infections

Exposure to risks Dangerous substances

Examples

<http://osha.europa.eu>

What

- Solvents, VOCs,
- Exhaust fumes, Diesel exhaust and particles
- Road and ambient dust
- Disinfectants
- Textile fibres (e.g. cotton)
- Asbestos
- Fumigation and storage chemicals

Biological and infectious agents

Where from

- Dangerous goods
- Cargo loads & food on long-distance transport
- Fumigation and conservation of goods
- Cleaning products
- Insulation materials
- Brakes (buses, trucks)
- Waste
- Fuels

- Animals
- Foodstuff, perishable goods, raw materials
- Insects, other vectors
- Contact with passengers
- Confinement, long-distance travelling
- Stings/cuts & bites

Workers exposed

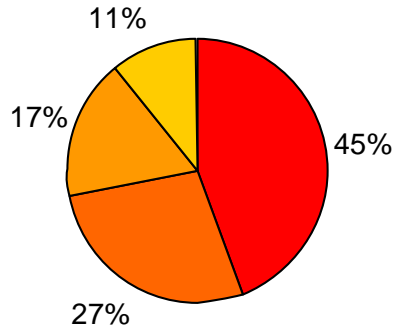
- Cleaners, service and maintenance workers
- Catering staff
- Cargo workers
- Drivers, delivery and attendants
- Workers who handle container goods

- The ones mentioned above AND**
- Workers in contact with foodstuff, infected travellers and goods
 - When travelling abroad, long-distance

Spain: Most common type of accident due to physical stress on the muscular system

<http://osha.europa.eu>

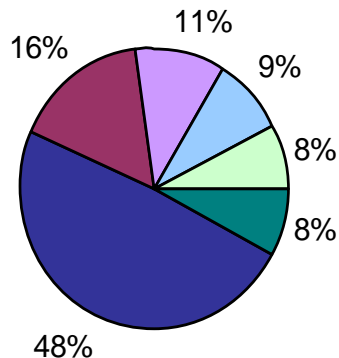
Fatal accidents - main causes



- Struck -by rotating, moving, transported object, including vehicles
- Struck by object in motion, collision with - worker in movement
- Heart attack, etc
- Being trapped -under



Accidents with >1 day absence - main causes



- Physical stress -on the musculoskeletal system
- Vertical motion, crash on or against (resulting from a fall)
- Struck -by rotating, moving, transported object, including vehicles
- Horizontal motion, crash on or against
- Struck by object in motion, collision with - Not specified
- Struck -by falling object



More food for thoughts

Spanish situation

<http://osha.europa.eu>

- **64%** of the fatal accidents in the transport sector happen **to men aged 25-34 and 35-44 in land transport**
- **Fatal occupational accidents with vehicles** (incl. commuting): **38%** of all for **workers**, or even **50%** when **self-employed workers and the public sector** are included
- **Young, migrant and workers under a temporary contract** are particularly at risk of accidents with vehicles
- **Mostly service workers**, workers in the transport sector and manufacturing sectors where the use of vehicles is common, such as food manufacturing. **Courier and delivery services and taxi drivers** were also specifically mentioned.
- A significant proportion are **heart attacks**
- Accidents **peak at specific (early morning) hours**, the **beginning of the working week** and to a lesser extent the **end of the week**
- 90% of occupational diseases registered in transport 2000-2005 are **musculoskeletal disorders**, followed by skin diseases (5% since 2000) and hearing loss

Spain – work organisation, stress & bullying

According to the Spanish
“Encuesta Nacional de Condiciones
de Trabajo”

<http://osha.europa.eu>

Transport workers report:

very low levels of autonomy on their job:

- Almost **twice as many** than on average (35.6% compared to 19.3%) **can never decide on task order**;
- **43.0%** compared to 29.4% **not on their work method**
- **34.8%** compared to 25.2% **not on pace of work**,
- And **18%** vs.10% on average **cannot decide over length or frequency of breaks**.

third-party violence: 3.5% compared to 1.9% on average

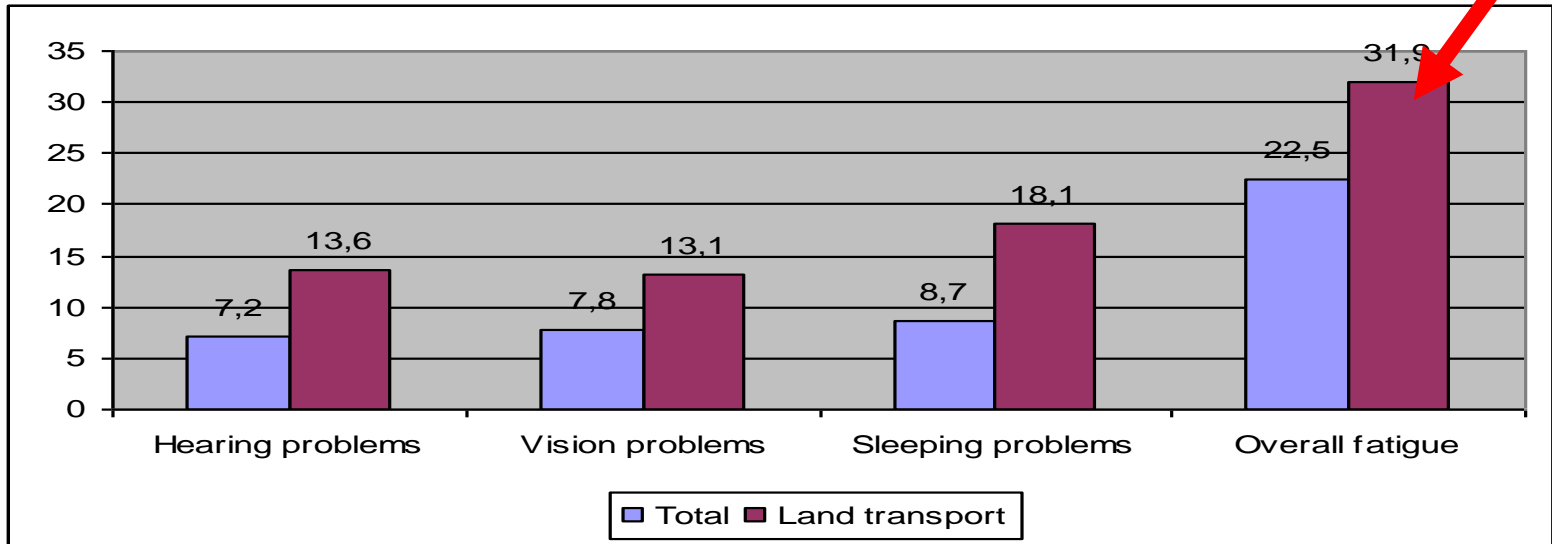
working on weekends: 27.2% always or often on Saturdays
(vs. 21.6%) and **22.7%** on Sundays (compared to 10.8%)

Transport - Some trends

Fatigue the most reported health problem in land transport

<http://osha.europa.eu>

- 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.



Source: ESWC, Eurofound

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

Stress and ergonomic assessments of bus drivers - Transportes Urbanos y Servicios Generales (TUSGSAL), Barcelona

<http://osha.europa.eu>

- **Ergonomic evaluation of driver position in urban buses, and an analysis of the anthropometric adaptation of the spatial design of the bus cabins.**
 - With Universitat Politècnica de Catalunya.
 - Methodology included analysing the movements of drivers at work in their cabs and 3D simulation of different cabs and different-sized drivers.
 - Results show high postural risk for the neck, and offer suggestions for simple adaptation of bus cabins to improve driving posture.
 - Recommendations include cab design ergonomics and organisational issues such as rest breaks.

- **Intervention concerning psychosocial factors affecting bus drivers and their safety behaviour**
 - With University of Valencia
 - Use of the MARC methodology based on a psychosocial model of work-related accidents. It integrates psychosocial risk analysis and intervention with safety behaviour assessment and intervention.
 - Results include a map of the company suggesting where improvements can be made.
 - Measures introduced covered: training; communication and participation; organisational measures and risk prevention

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>

Some thoughts,..

<http://osha.europa.eu>

- Working in 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 transport workers, more attention should be given to the working conditions of the sector



<http://osha.europa.eu>



Thank you for listening

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