



Directorate-General
for Mobility
and Transport



EUROPEAN
COMMISSION

Work Related Road Safety in EU Transport Policy

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Work related road accidents: 40% of total fatalities at work!

**High burden
for society**

in terms of
human lives
and
economic loss



Maria Cristina Marolda – PRAISE Seminar – Athens, March 17, 2011

Fatal accidents at Work



a **Transport** issue
or
an **Employment** issue?

**In doubt.....
no specific legislation so far!**



Relevant EU Transport legislation

- ◆ Directive **2002/15/EC** on the organization of **working time** of persons performing mobile road transport activities.....
- ◆ Directive **2003/59/EC** on **initial qualification and periodic training** of drivers of certain road vehicles for the carriage of goods and passengers.....
- ◆ Directive **2006/22/EC** on the use of **tachograph** (amended and intergrated)
- ◆ Directive **2006/126/EC** on **driving licences** (recast) and its annexes

....Do not cover all types of work-related transport!



Possible measures: Involve Employers

- Corporate responsibility
- Risk assessment
- Safety Plan



Health and Safety at Work

(Regulation (EC) No 1338/2008)





Traffic Safety Culture

Thoughts on drivers' attitudes and behaviors and why we need to change them.



Organizations with effective safety cultures share a constant commitment to safety as a core value and top priority that permeates the entire organization.



Possible measures: Involve Employees

- Open dialogue and involvement in planning
- Highlight and discuss problems and difficulties
- Open report of near miss and potential accidents
- Report to occupational doctors of potential/temporary risks



Co-responsibility



Critical elements of an effective safety culture include:



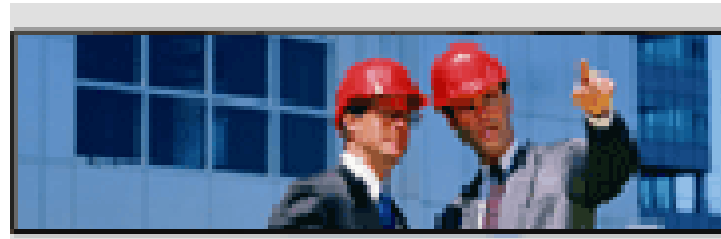
-  acknowledgment of **risk** and the potential for accidents and injuries,
-  blame-free environment where individuals are able to **report** errors or close calls without punishment,

 **collaboration** across ranks to solve problems and reduce risks, and

 the **commitment** of financial and human resources to continually improve safety.



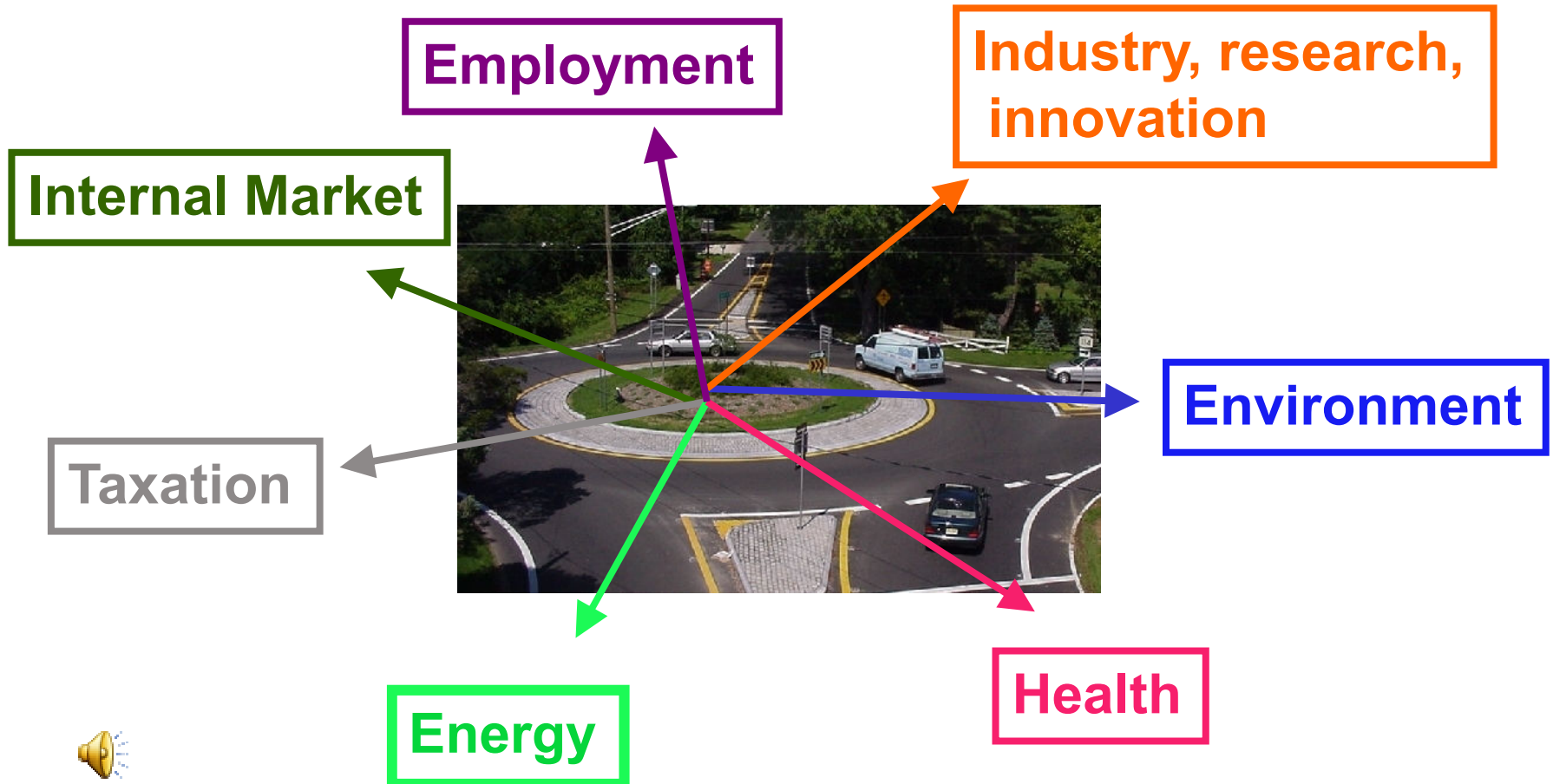
***"When the leaders don't lead,
the followers don't follow."***



**An organization's safety culture
embodies the philosophy of senior
leaders, which is translated into, and
affects, the behaviour of employees**



Road Safety at the cross road of policies and social needs



Work-related Road Safety concerns as well

Employment : work related accidents
health and safety at work

Taxation: find appropriate incentives
for employers

Health: involve the competence of
occupational physicians

Environment: train employees to defensive
driving is also including eco-driving

Energy: better planned travel routes help in
reducing energy consumption

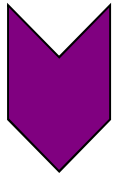


Work-related Road Safety should also take into account

DEMOGRAPHIC CHANGES:

Ageing population:

Increasing elder workers – more fragility,
more health/ergonomic/medical problems
but... **more experience**



Employers to seek for **differentiated working patterns/alternative roles**

Gender shift:

Increasing employment of women – different health and safety concerns
different conciliation of private/professional life
different facilities requests
but... **much lower risk of accidents**



Need to find **specific gender oriented solutions** in work organization



Measures to be implemented in the short term at European level



Integration of road safety measures into the current **Community Strategy for Health and Safety at Work 2007-2012**



Political support to employers to adopt the new ISO 39001 standard on work related road safety



ISO 39001 Road Traffic Safety (RTS) Management System to be published end of 2011

An ISO standard is a voluntary tools for organizations which does not specify technical solutions nor minimum requirements -> flexible and adaptable.

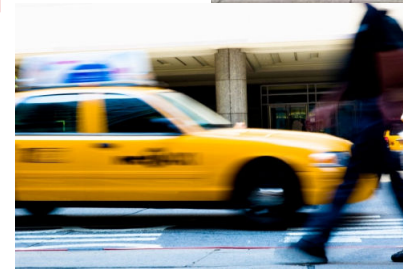
Main clauses in ISO 39001:

- ④ Top management responsibilities and commitment
- ④ Organization context related to RTS
- ④ RTS performance factors
- ④ Incident investigation



WHAT TO DO?

- ❖ Make the society at large aware of the problem
- ❖ Reduce accidents = reduce costs (for Companies and for society at large)
- ❖ Convince companies of effectiveness of investment
- ❖ Disseminate best practices
- ❖ Education to participative responsibility from early age



TRAVEL « TO » and « FROM » WORK

- ✿ Legally outside the responsibility of employers, but resulting from company's good practices and effective employee's education and awareness.
- ✿ Companies to propose sustainable commuting transport
- ✿ Incentives system?



The project PRAISE: Preventing Road Accidents and Injuries for the Safety of Employees

- ❖ To increase the knowledge about work-related Road Safety Management.
- ❖ Identify and award best practices
- ❖ Carry out advocacy work
- ❖ Bring related issues to the public at large



The project PRAISE: Results so far

- ❖ 4 Technical reports on specific issues for consideration in preparing a safety plan.
- ❖ Identified a number of best practices
- ❖ Recommendations to EC, Governments, private companies.....
- ❖ First award for best safety plan
- ❖ Attention to SMEs



The project PRAISE

- 🌸 **2 more years to go**
- 🌸 **More cases to be assessed**
- 🌸 **Big expectation for final result!**





GOOD CONTINUATION!!!!



http://ec.europa.eu/transport/road_safety

