

Road transport

EU-OSHA's data collection and awareness-raising activities

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<http://osha.europa.eu>

Sarah Copsey and Elke Schneider,
European Agency for Safety and
Health at Work



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

EU-OSHA resources on road transport

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- Ongoing:
 - OSH in Figures (OIF) on Transport – country reports and thematic report - covers all transport sectors
 - Good practice on Road Transport.
 - Case studies taxi, courier services
 - E-fact Risk Assessment in Road Freight Transport.
 - Occupational Health Promotion in Road Transport.
- Available:
 - Fact sheets 16, 18 (available in all EU27 official languages).
 - Case studies from other programmes and campaigns.

Prevent risks to road transport drivers

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- 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



Summary

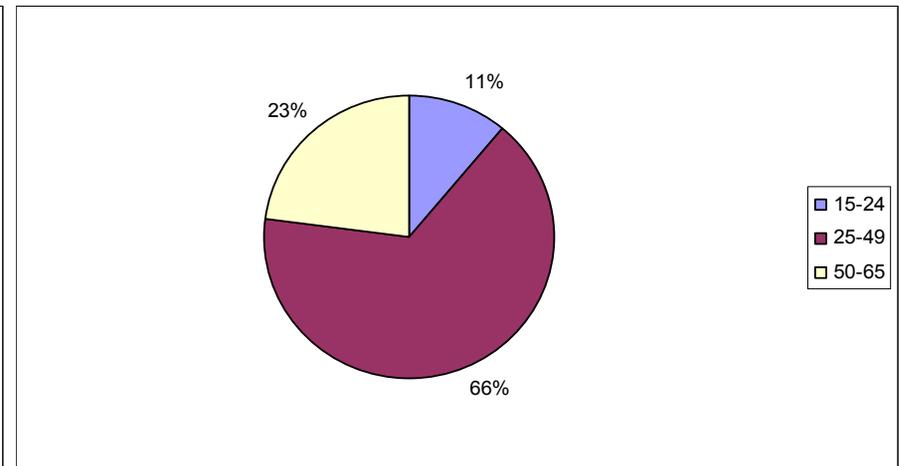
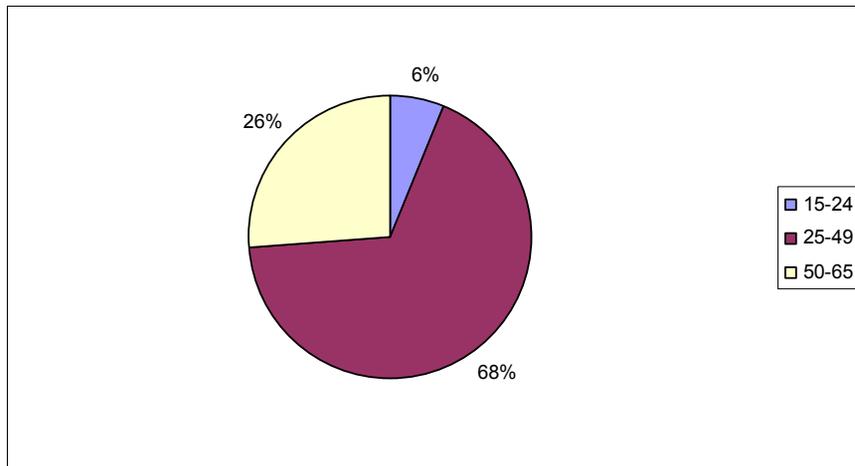
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- More and more women
- Transport workforce is ageing
- High proportion of migrant workers
- Multiple exposures to physical, psychosocial and organisational risks
- Exposure to dangerous substances and biological agents – underestimated and underassessed!
- Varying working hours (working in the evening, shifts, at night, on weekends)
- Violence is an increasing risk – and underreported!
- Health problems: insomnia, digestive, long-term fatigue, musculo-skeletal, asbestos-related, hearing loss, infectious diseases.
- Speed of change and growth a particular challenge for OSH

Transport workforce ageing at a greater rate

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Source: Eurostat, 2006

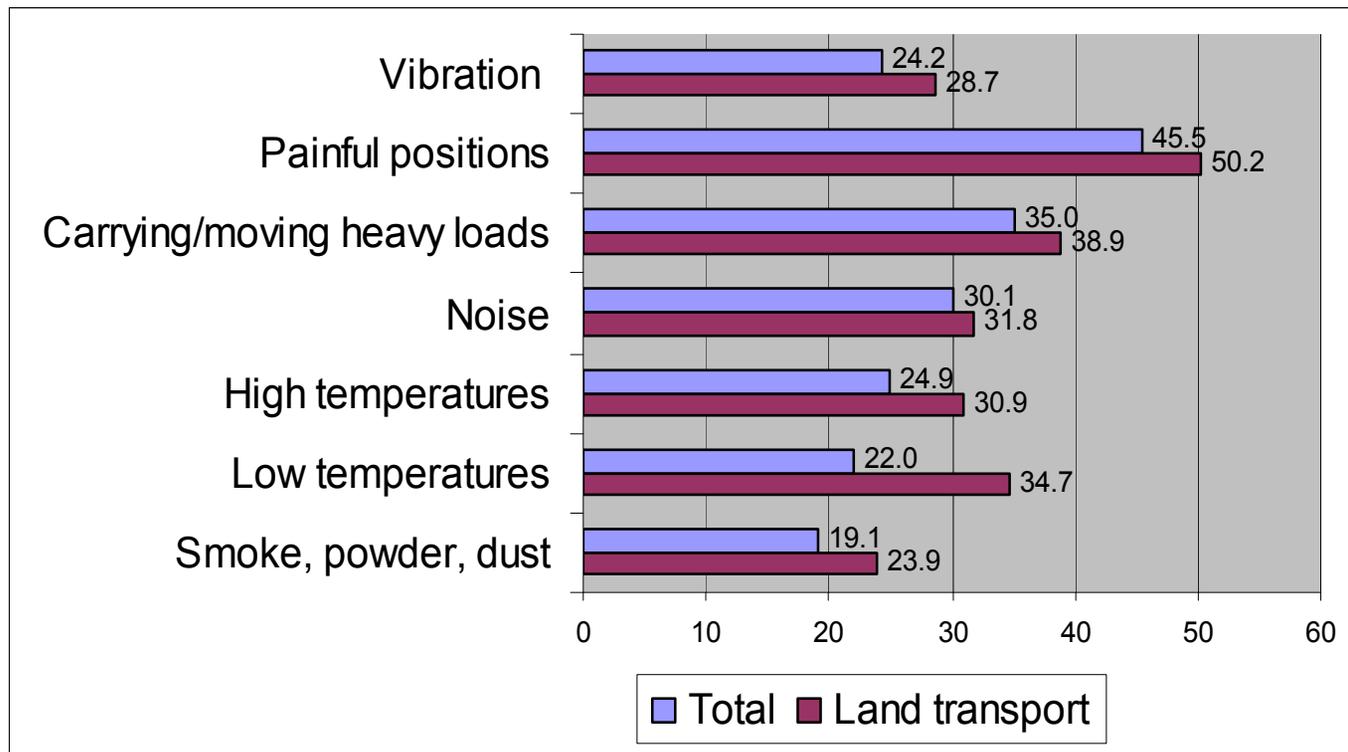


- ▶ Increasing number of workers aged 50-64
- ▶ Development of skills/ employability of workers, while maintaining health, motivation and capacities?
- ▶ Introduction of computer applications and remote monitoring and planning tools changes content and workload. Increased need for training.
- ▶ Ageing workforce: ergonomic aspects will gain importance

Exposure to risks Physical work factors

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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

Exposure to risks Dangerous substances

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

- Dangerous goods
- Cargo loads and foodstuff on long-distance transport
- Cleaning products
- Insulation materials
- Brakes (buses, trucks)
- Waste
- Fuels

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

Biological and infectious agents

- Animals
- Foodstuff, perishable goods, raw materials
- Insects, other vectors
- Contact with passengers
- Confinement, long-distance travelling

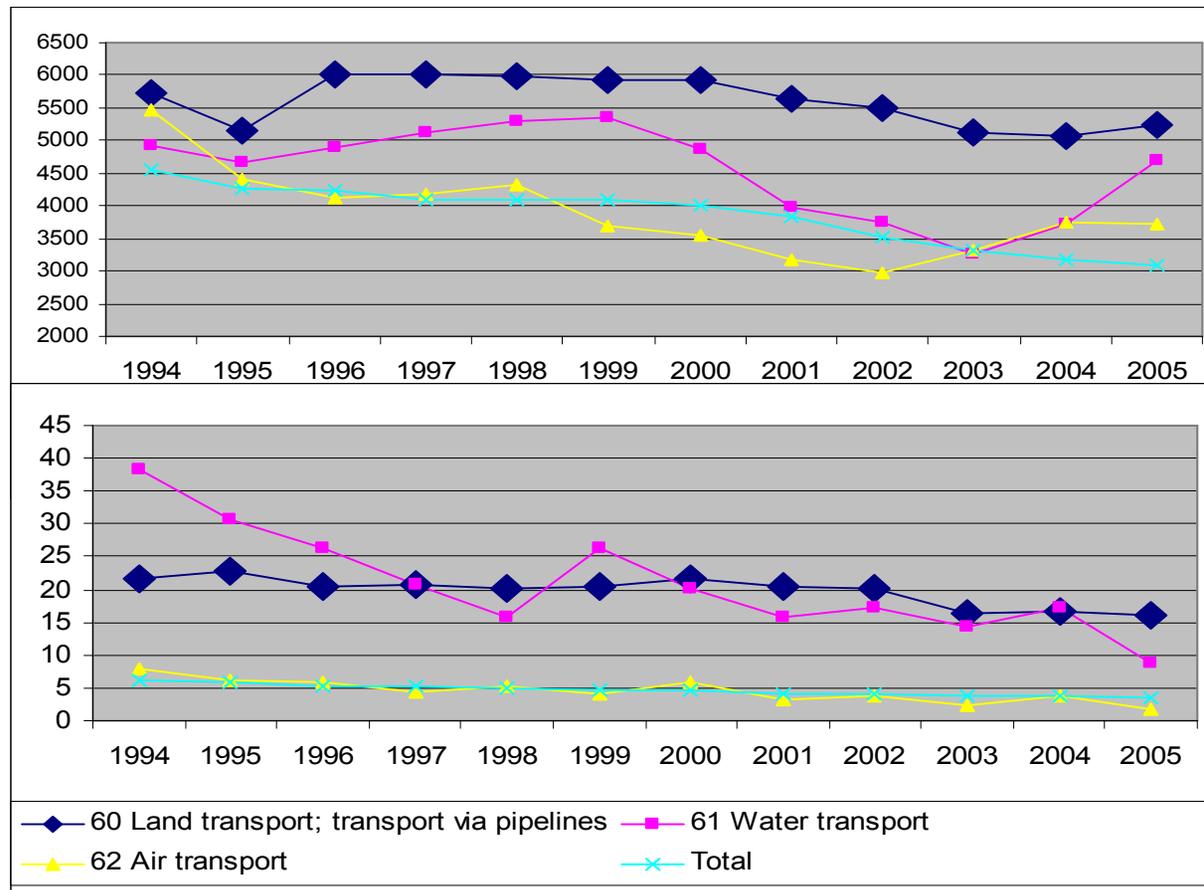
- Contact with foodstuff, infected travellers and goods
- When travelling abroad
- Contact with animals

Occupational accidents

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More accidents at night

Multiple exposures may also affect the alertness of transport workers



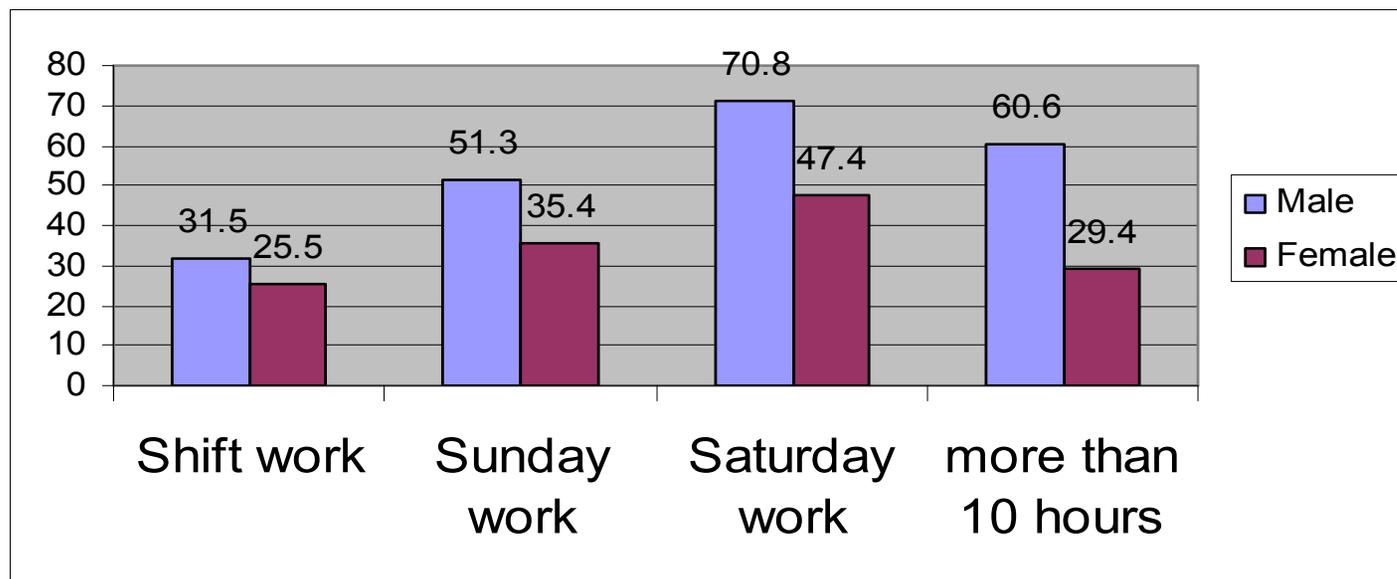
Incidence rate per 100,000 workers of occupational accidents in EU-15
 Source: ESAW (European Statistics on Accidents at Work), Eurostat.

Exposure to risks

Working time

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- **Varying working hours:** evenings, nights, weekends.
- **Correlation with negative health effects:**
 - ▶ Fatigue, insomnia and negative cognitive aspects, especially among older workers because of prolonged exposure
 - ▶ Reproductive health problems - female workers
 - ▶ Digestive problems

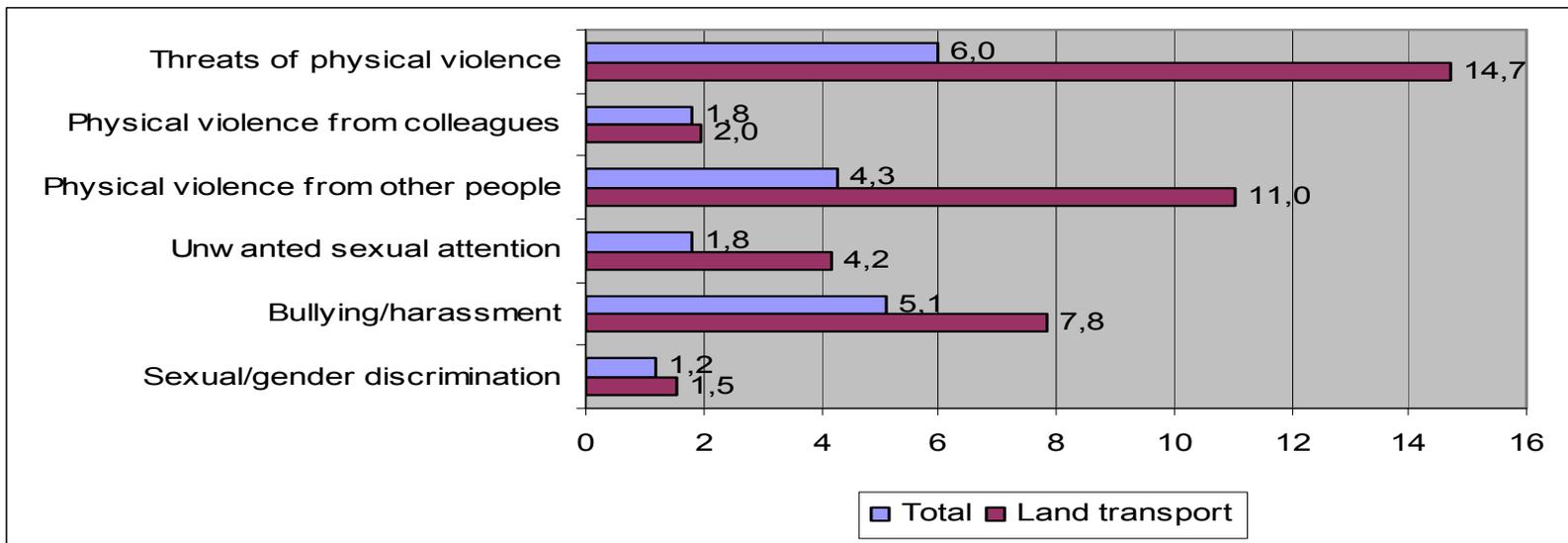


Source: European Foundation for the Improvement of Living and Conditions, Dublin, EU27, 2005.

Exposure to risks Psychosocial factors

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- Increasing **attention to violence** as an occupational risk
- Potential hazards:
 - ▶ Acting as "messengers" for changes in service, working alone
 - ▶ Public frustration about waiting times or services
 - ▶ Dealing with specific groups - hooligans, fare evaders, people who have consumed excessive amounts of alcohol or drugs,...
- Underreported risk – lack of reporting procedures



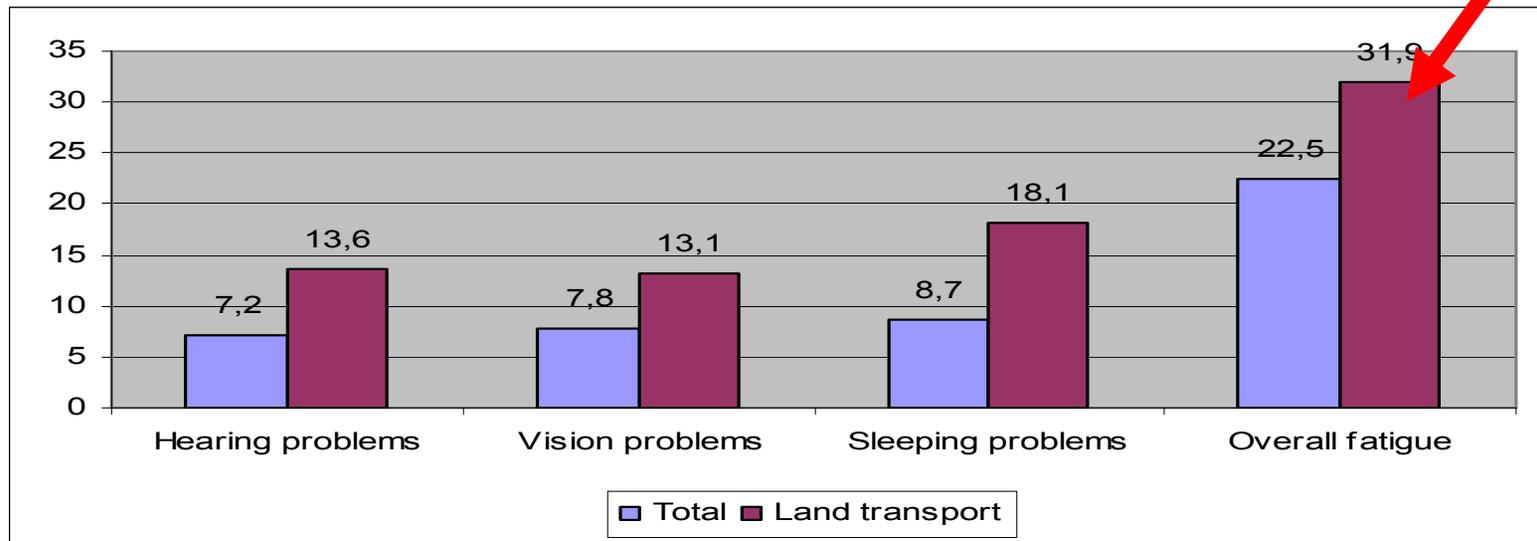
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Transport - Some trends

Fatigue the most reported health problem in land transport

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- 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

Gender issues



- Transport is made up primarily of male workers (84%)
 - ▶ Variations between MS: 94% in Greece - 73% in Malta
- Differences among sub sectors:
 - ▶ Female workforce: land 14%, water 18% & air 41%
- Proportion/ number of female workers is increasing,.. .., but health and safety action is male-centred

- ➔ Solving problems to make sector more attractive for female workers:
 - ▶ Difficulty of combining work and family.
 - ▶ Highly physical work load.
 - ▶ Lack of female friendly facilities.

Good practice to prevent risks to road transport drivers

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- **Support exchange of good practice** information in the sector and sharing of experience by providing examples:
 - ▶ Preventing occupational risks in road transport
 - ▶ How to promote OSH good practice and raise OSH awareness in the sector
- **Activities (2008-09):**
 - ▶ Web feature and database of links to good practice.
 - ▶ Review of programmes/campaigns in MS in road transport.
 - ▶ Case study reports on preventing occupational risks in road haulage and to bus drivers.
 - ▶ Review of good practice information available for taxi drivers and motorbike & bicycle couriers.
 - ▶ Review of some specific accidents in the sector: lessons learnt regarding good practice.

Good practice - DocStop, Germany



*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 and personal dialogue with drivers.
 - Initially run in Germany, now being implemented at European level.
 - Supported by many organisations in DE and CH.
- **Results:**
 - o About **200 contact points in 2008**, in rest areas along highways.
 - o Well accepted by drivers
 - o Support from the sector has enabled provision of medical care for haulage drivers in Germany.
- **Further information:** <http://www.docstoponline.eu>

Good practice: Preventing violence to bus drivers The school run

<http://osha.europa.eu>

Violences matérielles :
bris de glace



Problem: violence/stress to staff, physical damage to buses, increased accident risk

Measures include:

- **Partnership – schools, crime prevention schemes, police, traffic authorities**
- **Involving children**
 - Prevention officer appointed with outreach responsibilities, e.g. to work with schools.
 - Theatre with children to identify issues and solutions
 - Children agree rules and 'police buses'
 - Joint training with drivers and children – common understanding
- **Taking a holistic approach – inside and outside school gate**
- **Intervention officers-Assistants working with ticket inspectors**
- **Protective coatings to side windows, drivers cabs separated from passengers, CCTV, tracking systems, radio links for rapid intervention**
- **Post-incident legal support and counselling available to staff**

A few conclusions from EU-OSHA good practice cases:

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- **Drivers - self-employed, very experienced +independent:**
 - Use places they frequent – stop areas etc.
 - Ensure approaches are practical but not patronising.
 - Ensure advice and solutions based on drivers' experiences
 - Involve drivers in risk assessment, developing solutions
 - Use drivers as advocates
 - Allow sufficient time
- **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 their 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 and with clear management commitment**

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Transport - European and international cooperation

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- Participation in inter-Agencies meeting 2008 of transport-related agencies (EMSA, CFCA, EASA, ERA) – accidents statistics
- Participation ECTA conference, Feb. 13, 2009, Responsible care in EU chemical land transport
- Participation in NIOSH conference, Washington, February 2009
- Participation in ETF conference 2009, Azores
- Other contacts:
 - ▶ Eurosafe – EU injury prevention network supported by DG SANCO
 - ▶ European Transport Safety Council – PRAISE
 - ▶ EASA – ECAST Ground Safety Working Group

Outcome

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- **Recommendations for policy, prevention and practice** + Lessons learnt from the good practice examples
 - ▶ Issues relevant to women, ageing and migrant workers
 - ▶ Includes courier services and public transport
- **Highlight major issues:** impact of organisational changes, violence, fatigue and accidents, lack of facilities, many hazards and conditions acting together, diversity of jobs
- **Monitoring and reporting**
- **Important factors for changes** on transport and the way it is organised :
 - ▶ Impact of other policies or changes,
 - ▶ Ageing and its impact on travelling,
 - ▶ Environmental, e.g. fossil fuels,
 - ▶ Migration
- **Input to EU policies and legislation**

Some thoughts,..

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- 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

**Fatigue can have the same effects as
alcohol consumption**

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Thank you for your attention!

Contact us

copsey@osha.europa.eu

schneider@osha.europa.eu

