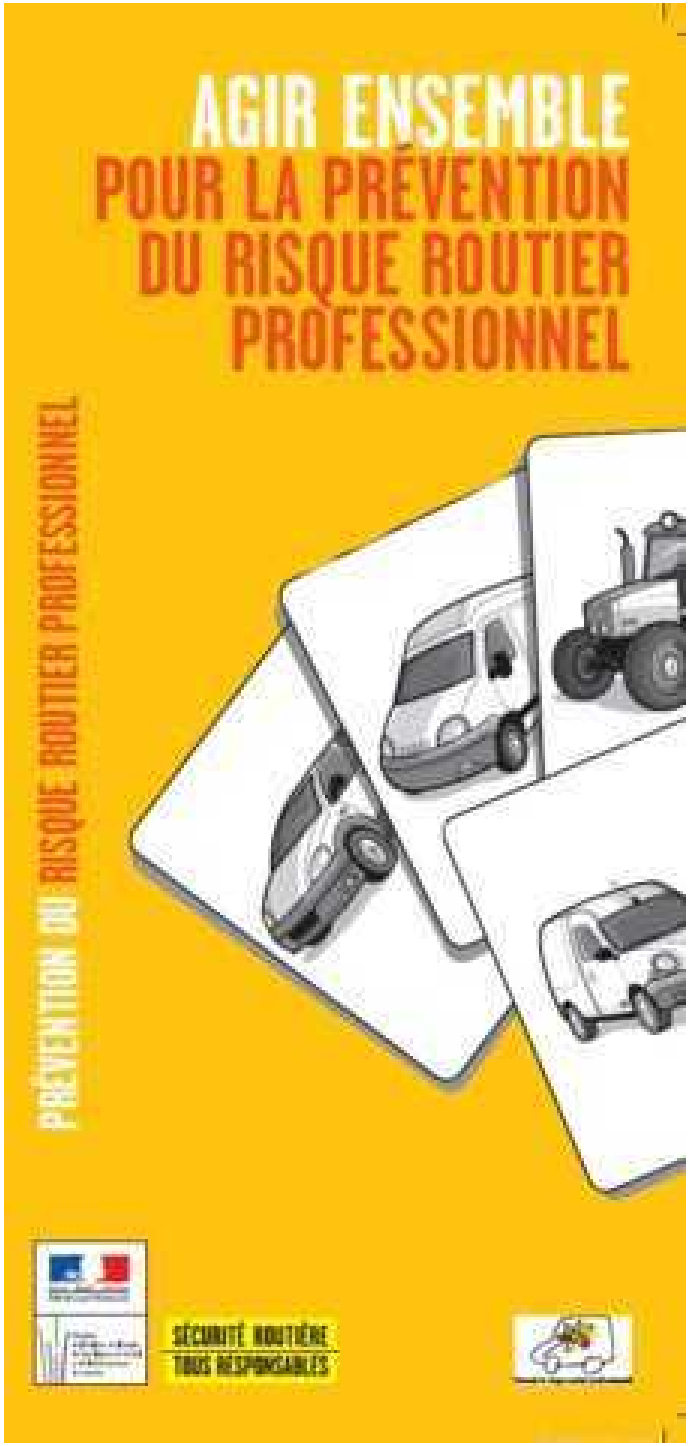
Prévenir le risque routier professionnel

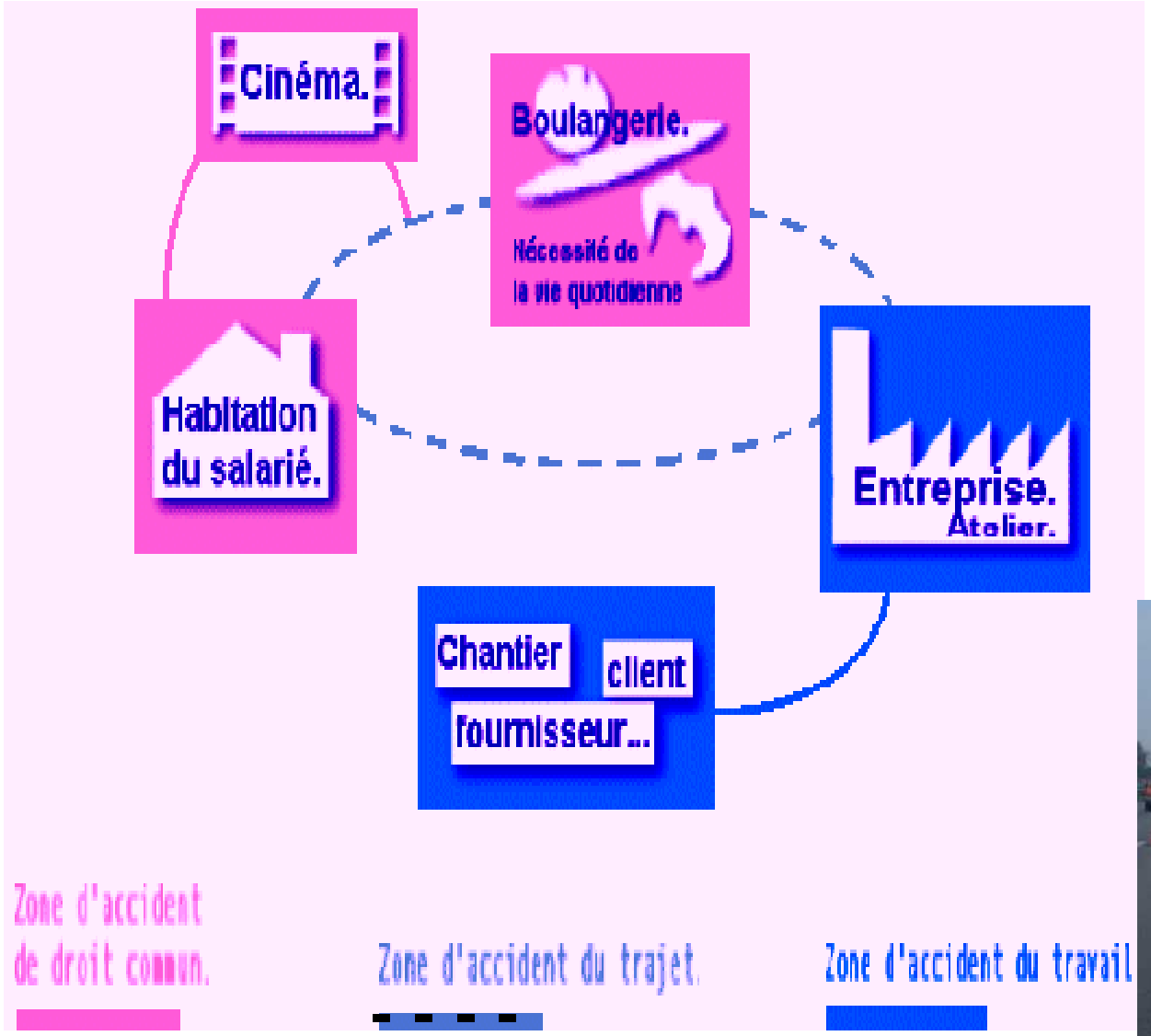
Thierry FASSENOT

Ingénieur Conseil à la Direction des Risques Professionnels
CNAMTS

Secrétaire du Comité de pilotage
pour la prévention du Risque Routier Professionnel



Occupational road risk context



Sécurité Sociale

Occupational Accidents and Diseases Fund AT/MP

Year 2000 figures

Occupational Accidents and Diseases Fund AT/MP

848 fatal accidents on the road

Of the **1387 fatal occupational** accidents covered by the AT/MP fund in 2000,

848 occurred on the road.

271 of them were direct work-related accidents

577 were commuting accidents occurring during the journey to and from the place of work

The road thus remains the main cause of fatal occupational accidents with **61% of total**

Driving for work

IS

WORK

Therefore:

- **Occupational road risk needs to be prevented,**

- **Principles must be applied to its prevention:**

  Directive-cadre 89/391/CE June 12th 1989

A very demanding context…

Due to :

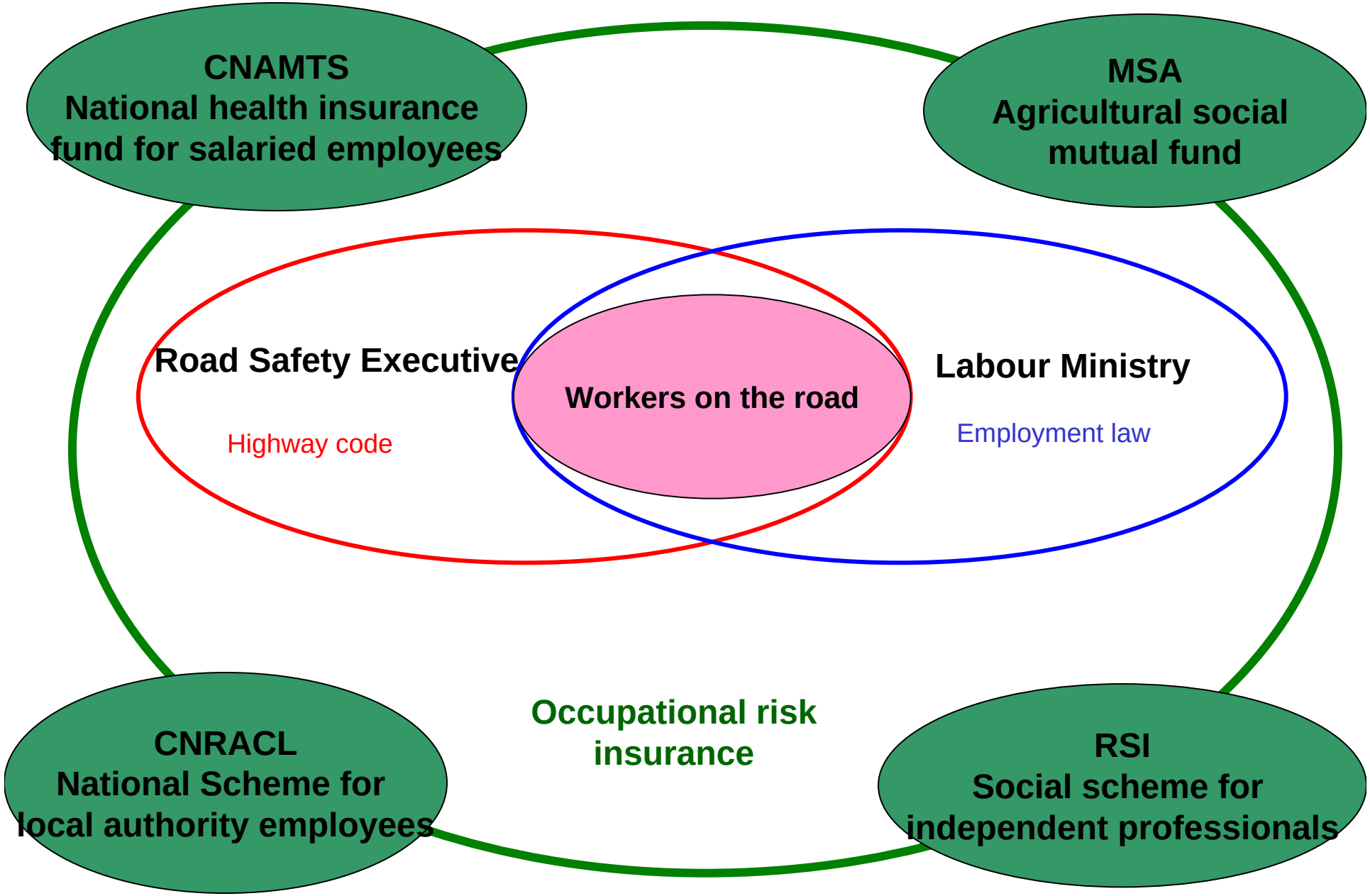
- A strong increase of occupational mobility

(40 000 km /year = 3 month on the road during work)

- LCV fleets are steadily increasing incompanies

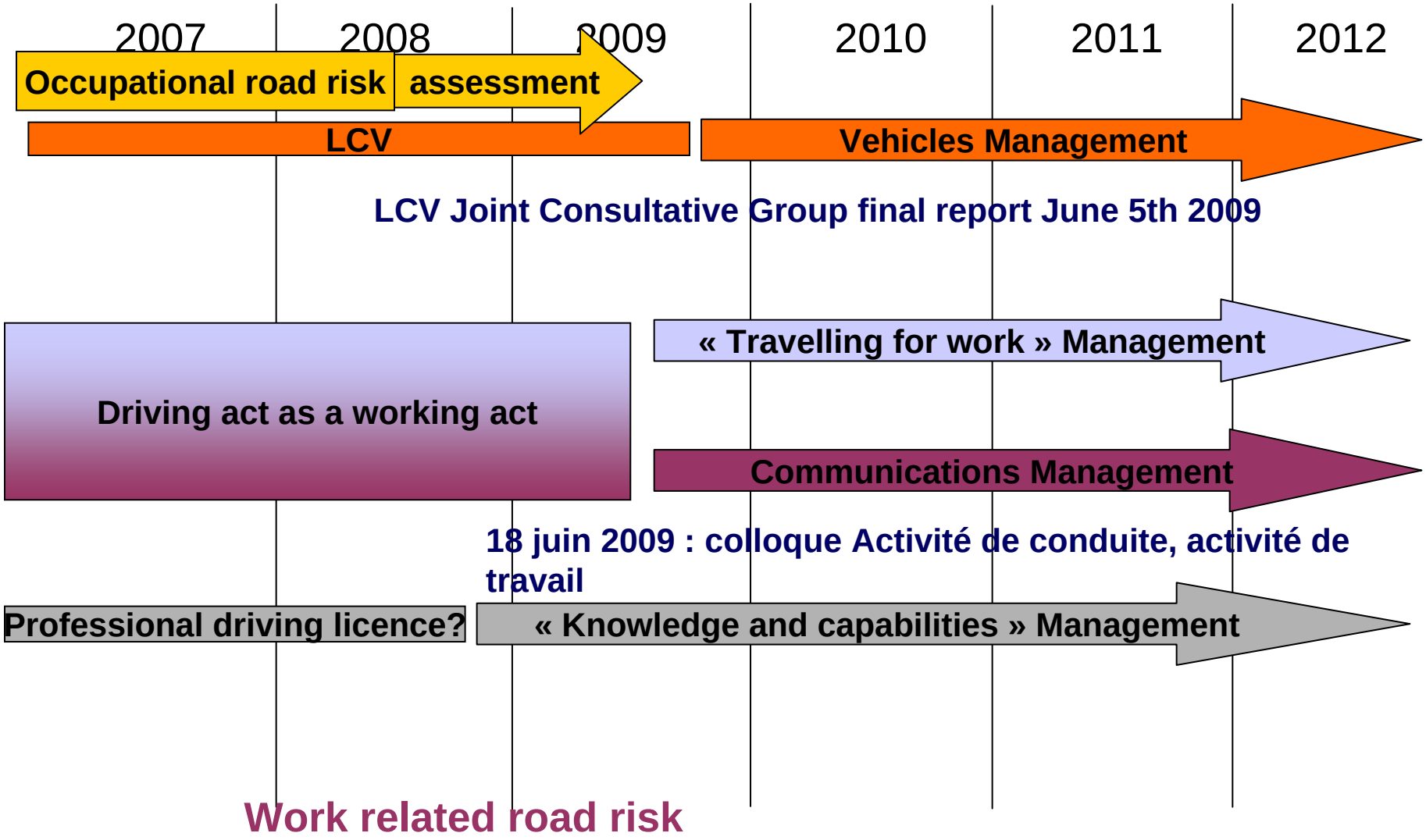
Thus, a need to define best pratices

The steering committee for the prevention of occupational road risk



The steering committee for the prevention of occupational road risk

Program 2006-2009 to be followed by 2010-2013



Last (but not least) figures :2008

Occupational Accidents and Diseases Fund AT/MP

469 fatal accidents on the road

Of the **956 fatal occupational** accidents covered by the AT/MP fund in 2008,

469 occurred on the road.

136 of them were direct work-related accidents

333 were commuting accidents occurring during the journey to and from the place of work

The road thus remains the main cause of fatal occupational accidents with **49% of total**

LCV : an Unidentified Running Object …

- **Vehicles of more than 3.5 tonnes are governed by rules established by the Ministry of Transport.**
- **For professional use, some types of equipment, such as self-propelled trucks and construction machinery, are subject to Labour Code rules.**
- **The use of an LCV in a work-related context is governed by the Highway Code as a road motor vehicle in the same way as the others, and it is never mentioned in the Labour Code. This vehicle has no specific status.**

What is an LCV?

- DIRECTIVE 2001/116/CE DE LA COMMISSION
  relative à la réception des véhicules à moteur et de leurs remorques ANNEXE II

  Catégorie N: Véhicules à moteur conçus et construits pour le transport de marchandises et ayant au moins quatre roues.

  – Catégorie N1: Véhicules conçus et construits pour le transport de marchandises ayant un poids maximal ne dépassant pas 3,5 tonnes.

  – Catégorie N2: Véhicules conçus et construits pour le transport de marchandises ayant un poids maximal supérieur à 3,5 tonnes, mais ne dépassant pas 12 tonnes.

  – Catégorie N3: Véhicules conçus et construits pour le transport de marchandises ayant un poids maximal supérieur à 12 tonnes.

ACTION : « For a safer LCV »

The survey

- launched in 2005 to gather information about the practical use of LCVs at work and to assess the proportion of vehicles equipped with safety components.
- information about 4,000 LCVs used at work by companies were collected

The round table

- held in Paris in September 2006
- more than 300 participants: the Road Safety Executive, CNAMTS, CCMSA, CNRACL, the Ministry of Labour, LCV manufacturers, bodywork manufacturers, fitting manufacturers, vehicle hirers, companies in charge of the statutory periodic roadworthiness tests, tire manufacturers, manufacturers of safety equipment, companies with large LCV fleets, professional associations, local authorities and prevention institutions.

The white paper

- published at the beginning of 2007 with 12 proposals intended to prevent occupational road risk while using LCVs.

12 propositions pour un véhicule utilitaire plus sûr

1. **Evaluation du risque routier**
2. **Contrôle technique**
3. **Normalisation**
4. **Carnet de suivi**
5. **Pneumatiques**
6. **Airbag**
7. **ABS**
8. **ESC/ESP**
9. **Témoin de surcharge**
10. **Aménagements**
11. **Post permis professionnel**
12. **Groupe commun de concertation**

The Joint Consultative Group : LCV Road risks at work

The **« transport mean »** :

vehicle specification regarding safety equipment…

The **« working location »** :

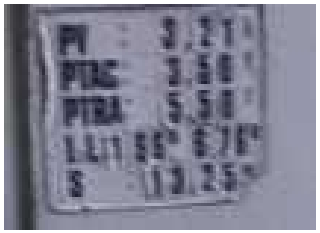
in driving cabin and in loading compartment…

The **« machine »** :

related risks to usage conditions, maintenance and necessary technical checks…

LCV :
danger may come from the inside too!

The « machine » :
usage and maintenance



PV 3.21 T
PTAC 3.50 T

Charge 290 kg

Le respect de la charge autorisée

2 passagers
2 coffres 4 m^3

Les effets dynamiques de la surcharge sur l'état du véhicule, pneumatiques

The « machine » :
usage and maintenance

What necessary knowledge, know how and qualification ?

- *Statement*
- For employees who regularly drive LCVs, the skills required are neither defined nor written in their contract of employment. At the present time, the category B driving licence is enough to drive a vehicle with a maximum mass of 3.5 tons.
- *Proposal*
- Training courses dedicated to LCV drivers have been developed and tested with the help of voluntary French companies.. A join project with BGF regarding the development of a single driver qualification for France and Germany incorporating both theory and practice is currently being studied.

ACTION : « For a safer LCV »

Proposed approach by the LCV JCG

The requirements for use of an LCV in a professional context have been classified in several categories:

- choice,
- adaptation and use,
- maintenance.

For each of the requirements, the JCG has determined those that could be a matter

- for the Community level with regard to certification procedures and the differences of treatment between passenger cars and LCVs,
- the Highway Code for use of the LCV in the public domain,
- the Labour Code with regard to specific features relating to professional use,
- and finally good practices recognised by the social partners in the form of general recommendations.

The JCG recommends adopting the level ensuring the greatest effectiveness of implementation.

ACTION : « For a safer LCV » CHOICE

Choice :

- Adapt the original tyre equipment to the specific features of the planned use,
- check the actual payload value of the selected model,
- add a certified overload indicator
- and, finally, check the standard presence of the following safety equipment:

1. ABS/Brake Assist System,
2. ESP/ESC + LAC (Load Adaptive Control),
3. airbags,
4. LVV,
5. tyre pressure monitoring system (TPMS);
6. separating partition between the cab and the cargo area and anchoring points in compliance with ISO Standard 27956;
7. lashing systems with identified side attachment points for installing additional fittings and securing transported cargoes.

ACTION : « For a safer LCV » ADAPTATION & USE

Adaptation:

- Study the technical compatibility of fittings and load restraint systems with the characteristics of the chosen vehicle,
- have these fittings performed by a professional basing the tests on the configuration provided in regulation ECE-R17, important in case of emergency braking,
- and know the residual payload.

- For the vehicle manufacturer, systematically provide the fitter with the characteristics necessary for fitting works

ACTION : « For a safer LCV » ADAPTATION & USE

Use:

- For the company, define the rules for provision of the vehicle and the necessary competencies in the business context.
- In other words, know precisely the total weight of the vehicle to avoid overloading;
- have a log book clarifying the responsibilities of the driver and the employer.
- Establish a skills reference system, and make sure that the driving activity is taken into account by the industrial doctor issuing the medical certificate of fitness for the job position.

ACTION : « For a safer LCV » MAINTENANCE

Maintenance:

- Define the necessary rules for using a vehicle in sound condition,
- Define the maintenance and verification procedures with the regulatory roadworthiness test and the log book

(routine and regular maintenance requirements, checks to be performed and related competencies, nature, content and frequency of these checks).

Acting without waiting : a necessary commitment for every actor

The work already undertaken jointly by the French national health insurance fund for employees (CNAMTS), the French national research and safety institute INRS and the representatives of the regional health insurance funds (CRAM) materialises this approach :

3 tools are ready for use to help preventing LCV road risk :

1. a guide for selection of vehicles and identification of safety issues,

2. a model log book,

3. a skills reference system and associated training program for LCVs.

Aware of the issues at stake, companies are already implementing these tools.

Hierarchical levels of driver behavior (adapted from Keskinen).

Berg, H-Y Inj Prev 2006;12:i15-i18

skills reference system and associated training program

Prerequisite :

- Driving licence,
- Basic knowledge of occupational risk and responsibilities

Important feature :

The skill reference system and its associated training program describes the occupational activity and use of LCV and not only its safe driving

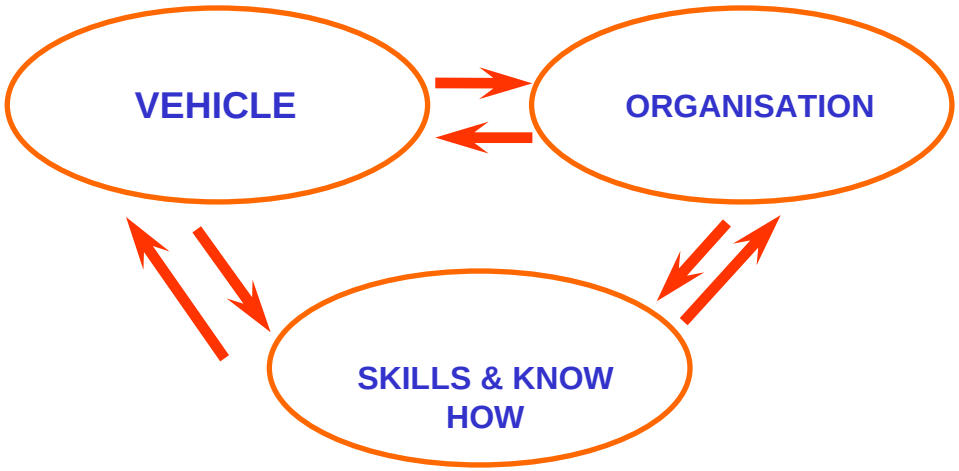
4 levels according to GDE addressing all activities

Possible complementary modules for specific activities .

ACTION : « For a safer LCV »

3 tools to serve action on 3 axis

- **Choisir un véhicule bien équipé et adapté au métier**
- **Aménager son véhicule**
- **Maîtriser son suivi et sa maintenance**
- **Former les utilisateurs**
- **Organiser le travail**



ACTION « For a safer LCV » : our expectations

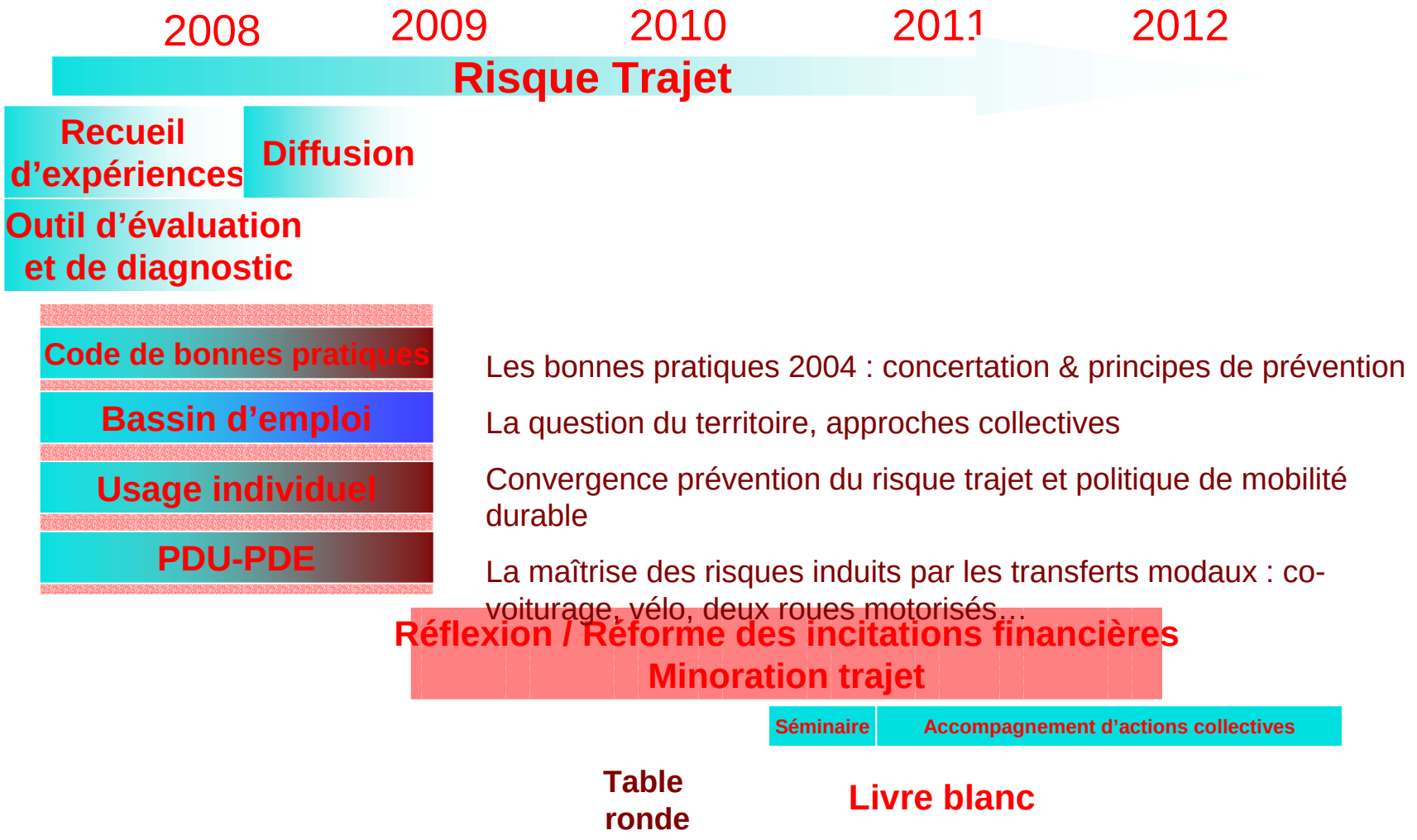
- Comment prendre en considération les préconisations sur l'usage des véhicules et faire en sorte que la directive utilisation des équipements de travail (2009/104/CE) s'applique (logique "équipements de travail" en France)
- DG emploi et affaires sociales ?

- Comment faire en sorte que les exigences relatives aux équipements de sécurité qui sont celle du rapport soient intégrées dans les textes relatifs à la conception des véhicules (Directive70/156/CEE).
- DG transports ?

- Comment faire état des questions de sécurité des machines embarquées dans les véhicules, tels que les hayons élévateurs des VUL
- DG Entreprises ?

Comité de pilotage pour la prévention du risque routier professionnel

Commuting : **Survey and experiments since 2004**
Round table held in October 2008
White paper due in February 2011



pour des déplacements professionnels en toute sécurité ...

Fatigue, vigilance ... et santé :

Pour les grands rouleurs (commerciaux, transporteurs...)

Poids des astreintes et des contraintes liées à l'exercice professionnel sur la sécurité du déplacement et la santé de l'individu :

- Sur les plans physique et physiologique et psychologique.
- Poids des habitudes de vie des salariés "nomades" sur leur sécurité et à plus long terme sur leur santé.

Vers une mobilité raisonnée?

Elaboration du nouveau programme d'action 2010-2013

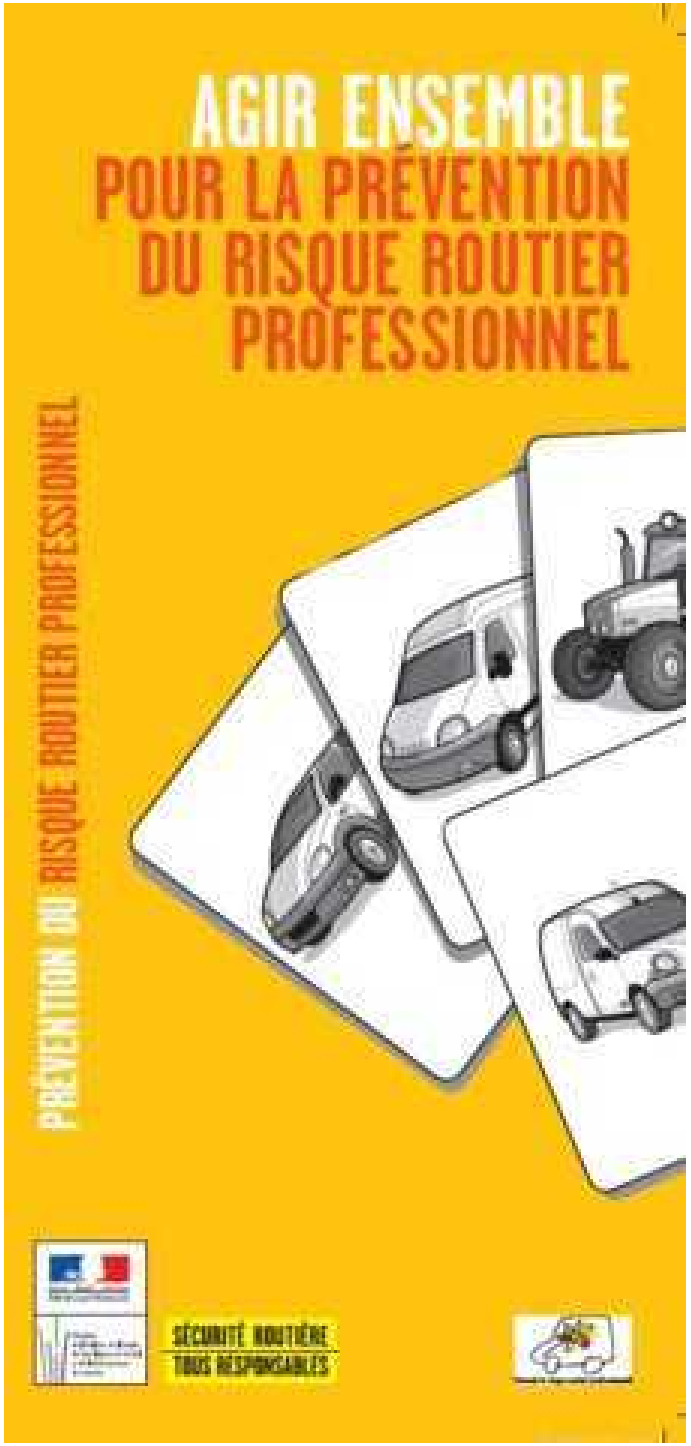
Sécurité Routière
Sécurité & Santé au Travail
Environnement, développement durable
Santé publique

…des convergences nécessaires.

Prévenir le risque routier professionnel

Prévenir le risque routier professionnel

Thanks for your attention !



Thierry FASSENOT
Ingénieur Conseil à la Direction des Risques Professionnels
CNAMTS
Secrétaire du Comité de pilotage
pour la prévention du Risque Routier Professionnel