

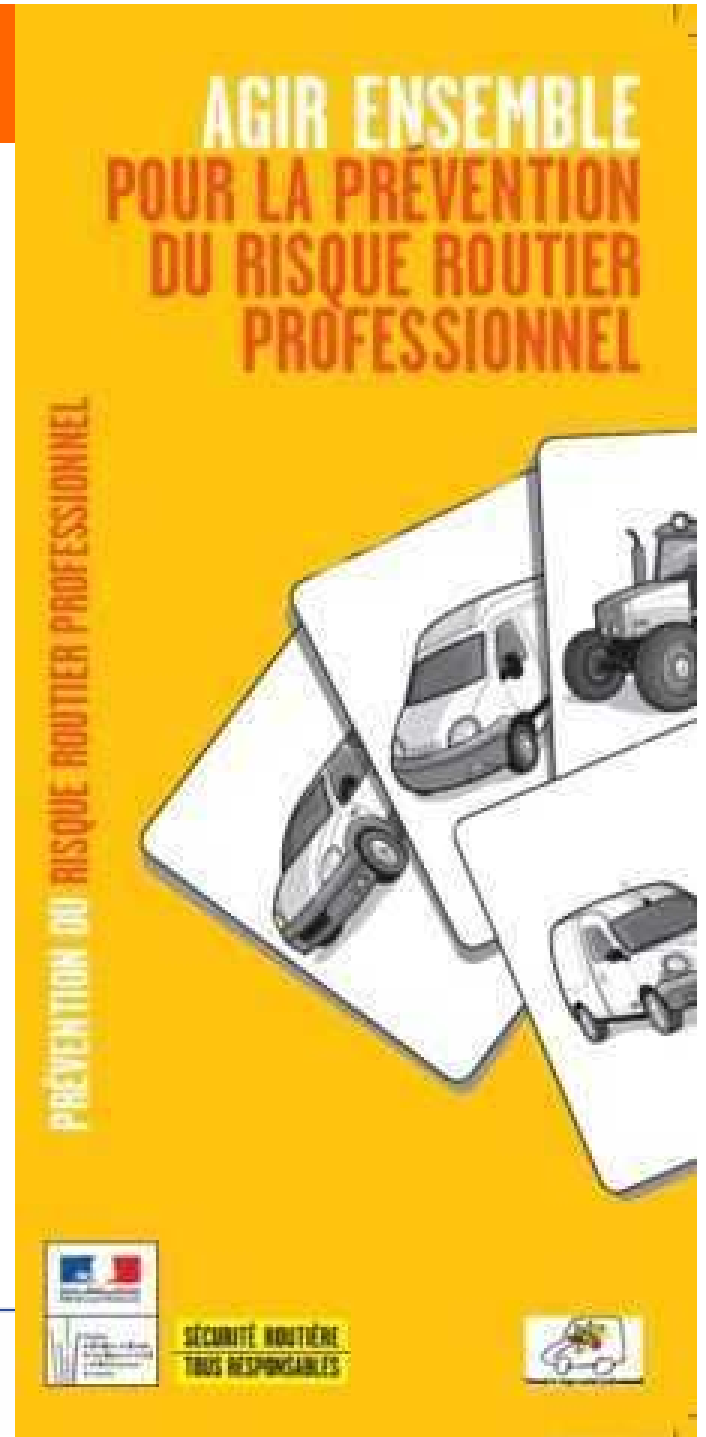


Prévenir le risque routier professionnel

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Secretary of the Steering committee for the prevention of occupational road risk

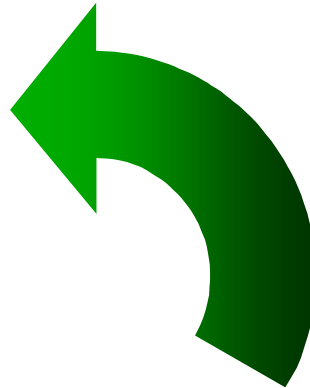


Social security: occupational accident and disease management



COMPENSATION

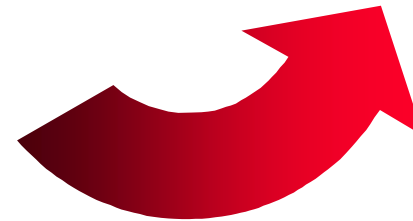
(Victims)



MAIN GOAL

CONTRIBUTIONS

(Employers)

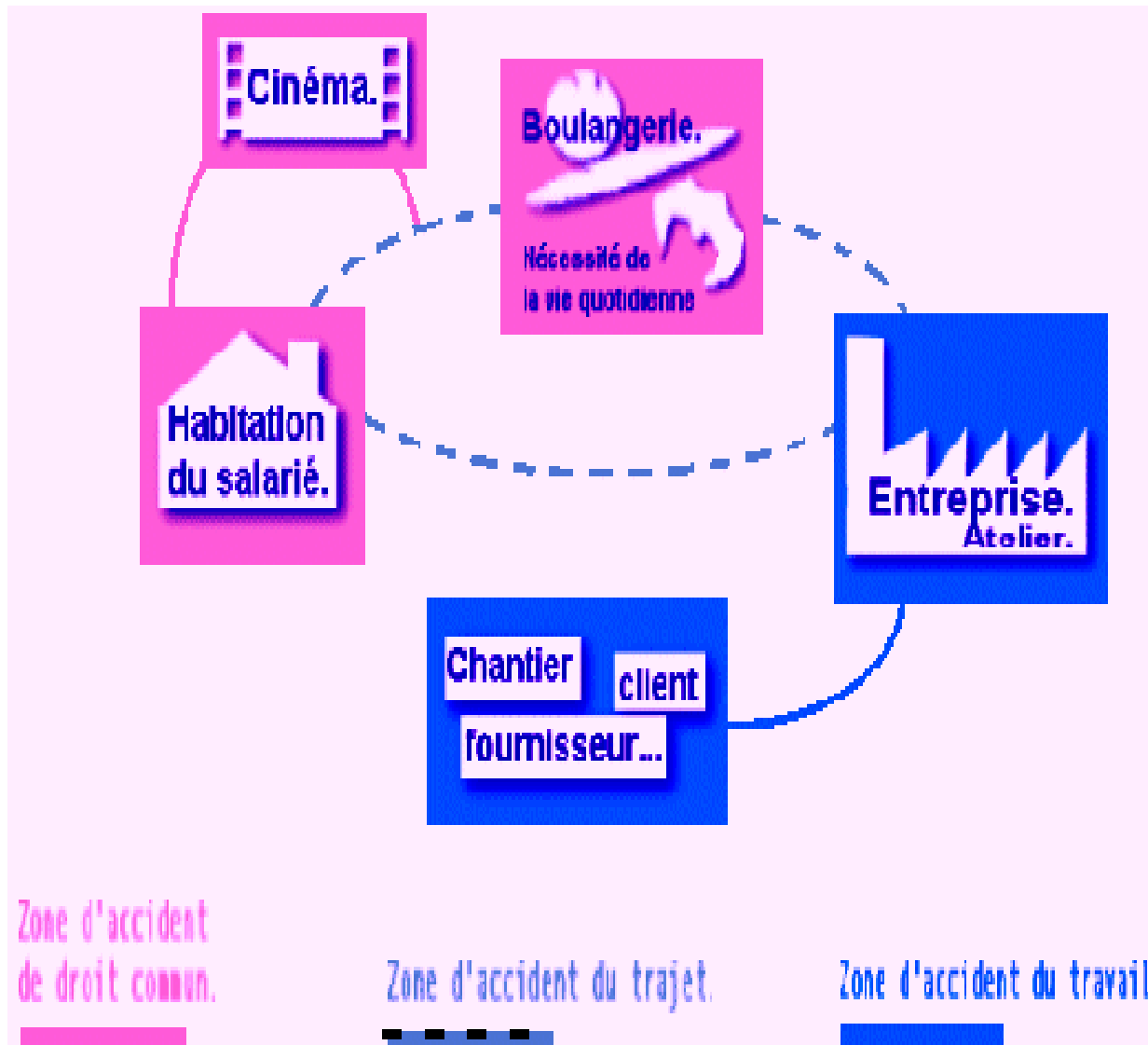


PREVENTION

(Community)



Occupational road risk context



**Occupational
Accident and Disease
Fund (AT/MP Fund)**





Last figures: 2009

Occupational Accident and Disease Fund

398 fatal road accidents

Of the **894 fatal occupational** accidents covered by the AT/MP fund in 2009,

398 occurred on the road.

92 of them were work-related,

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

The road remains the place where most fatal occupational accidents occur, with **44,5% of total**.

Road risk for workers...



On highway, dual ambiguity:

problem of driving being both
a personal and a
professional activity

problem of vehicle being
considered a personal
means of transport and not
work equipment



**A cross-functional risk, often inappropriately
assessed**

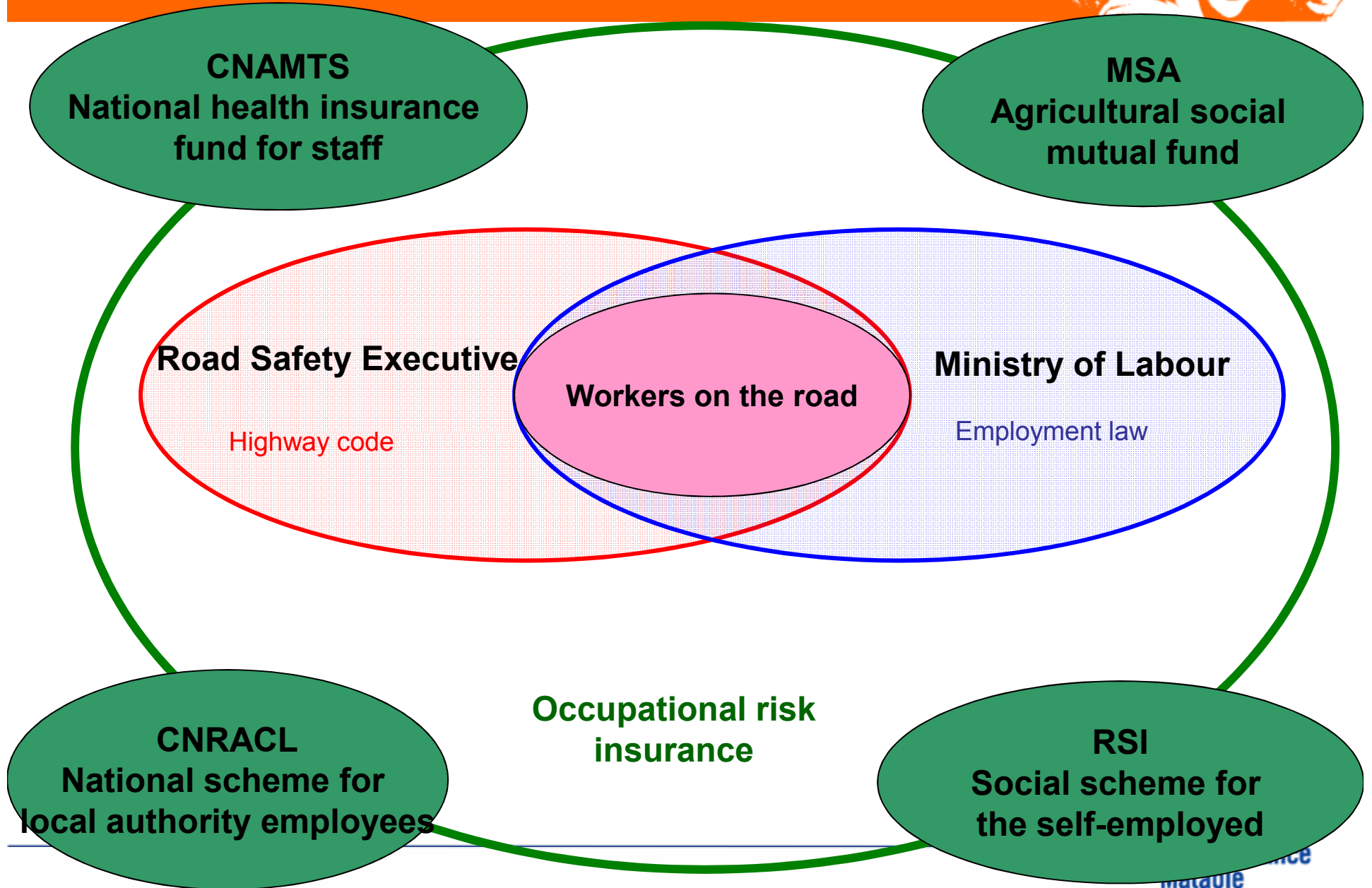


Prévenir le risque routier assuré par les collectivités

e

RISQUES PROFESSIONNELS

Steering committee for the prevention of occupational road risk





Driving for work IS WORK



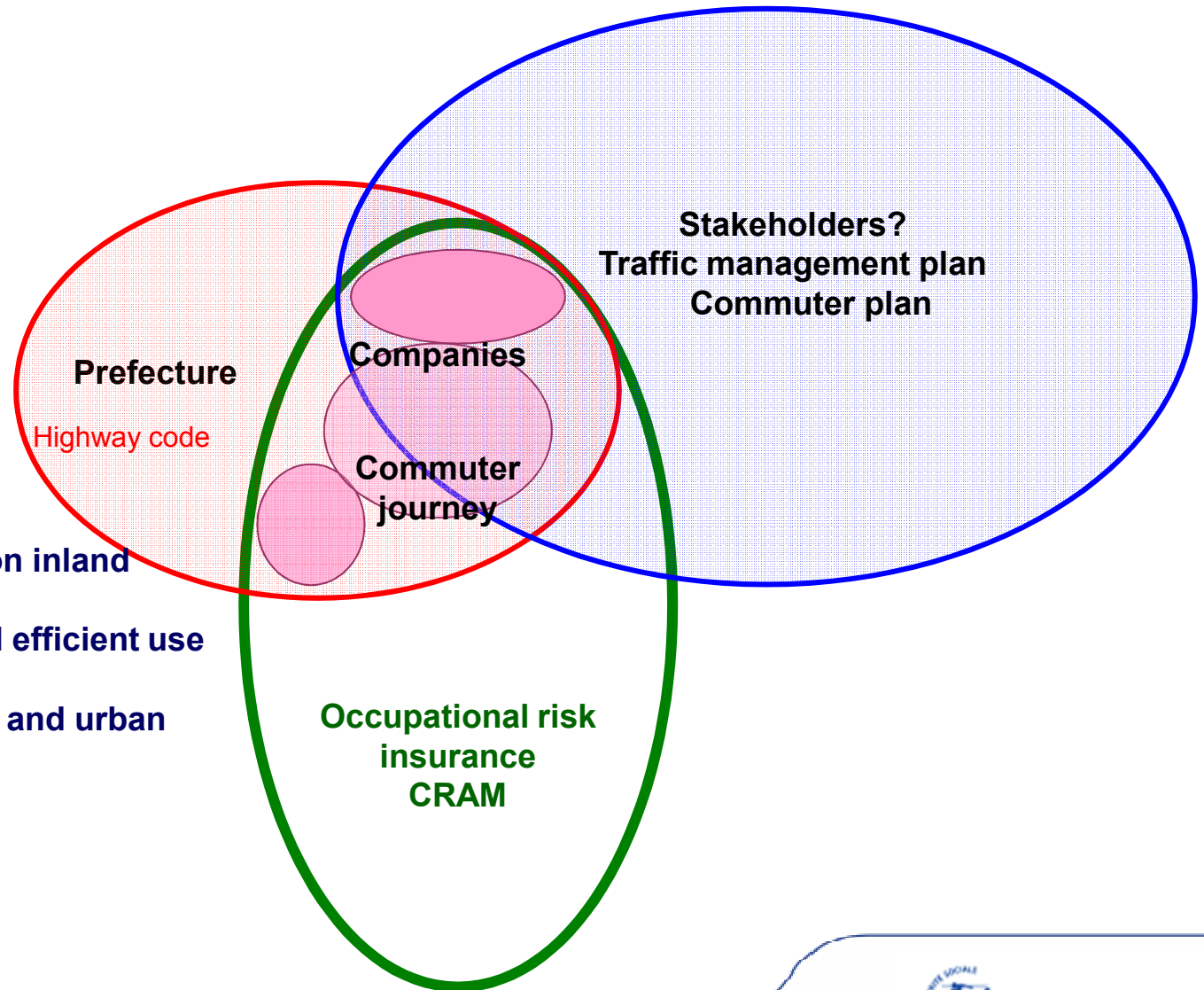
Prévenir le risque routier professionnel

Therefore:

- ▶ Occupational road risk needs to be prevented,
- ▶ Its prevention must comply with the:
Framework 89/391/EEC of 12 June 1989

Commuting risk characteristics

- ▶ Workers not answerable to their employer
 - ↳ consultation
- ▶ Occupational decisive factors
- ▶ Numerous stakeholders
- ▶ Land organisation



Environment:

LOTI: French framework law on inland transports

LAURE: French law on air and efficient use of energy

SRU: French law on solidarity and urban regeneration

Stakeholders:

- CCI
- Transport authorities
- Community of communes
- Departmental council
- Region
- ...

How to prevent commuting risk?



- 28 January 2004:

Text on commuting risk prevention passed by the CATMP (occupational accident and disease commission).

Preventing commuting risk must:

- be based on general prevention principles,
- be agreed on locally by social partners.





Good practice on commuting risk prevention

- Restrict the number of trips (catering facilities, working hours, telecommuting....)
- Choose public transport over private means of transport
- Provide good access to place of work (car parks)
- Encourage workers to keep their vehicle in good working order
- Help workers to improve their safety while commuting
- Keep workers informed and apply an awareness programme

How to prevent commuting risk?



Key elements for efficient and sustainable prevention:

- Collective action plan agreed on by companies from the same area (industrial estate, employment area)



- Liaising with local road safety representatives (regional or local authorities, DDE (French town and country development division)...) 





Commuting risk prevention: focus of the Steering committee since 2006

- ▶ **Action plan for 2006-2009**
- ▶ **Further elaboration and experiments**
- ▶ **Public debate, findings and proposals:**
 - Panel discussion on 9 October 2009



A critical issue for **18,458 M** workers

	Occupational + commuting accidents	% Commuting accidents
Accidents with initial compensation paid	744,400	12.4%
Accidents resulting in permanent incapacity	51,200	15.8%
Death	894	39.3%



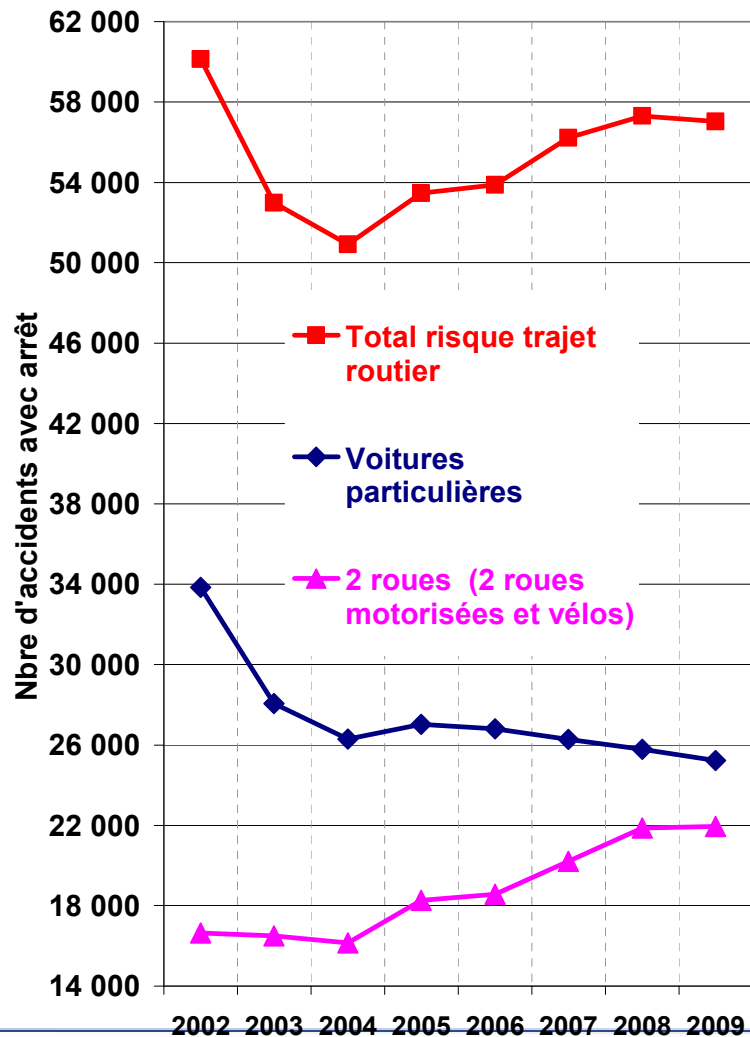
An economic issue

Type of risk	Number of claims	Risk value
Occupational accident	80.0%	55.4%
Occupational disease	8.5%	33.0%
Commuting accident	11.5%	11.6%
TOTAL	100.0%	100.0%

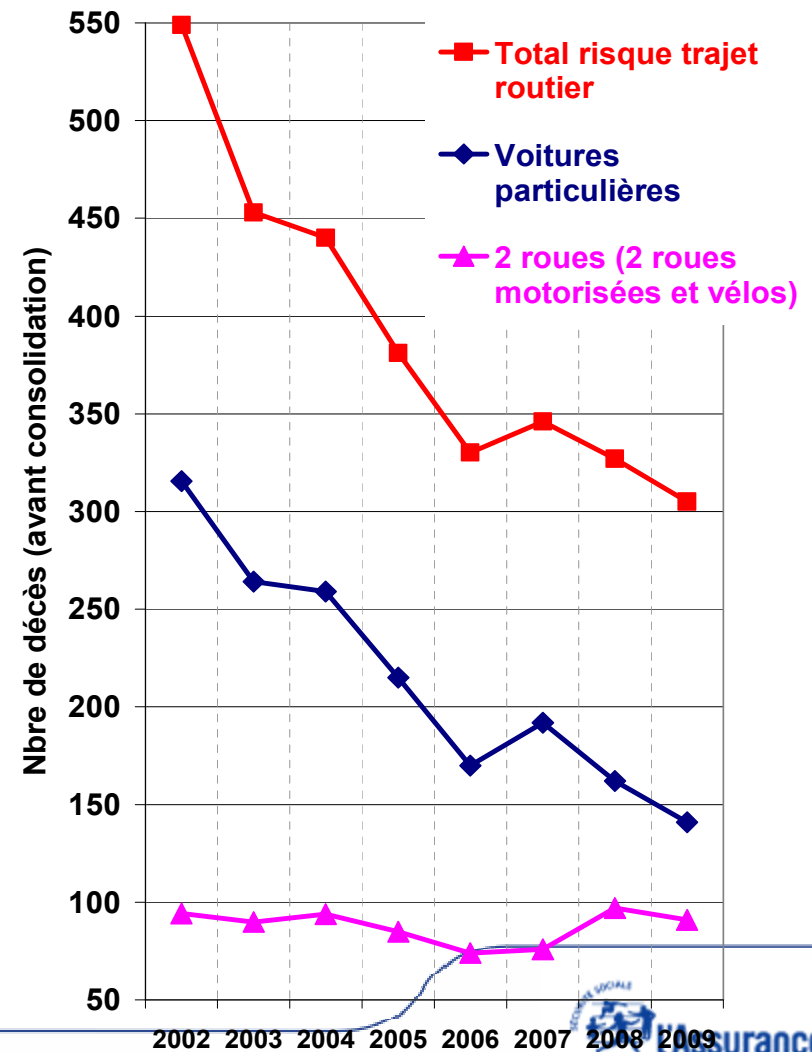
Source: Annual report from the Occupational risk
Division of the French Health insurance - 2009

Accidents involving cars are decreasing, those involving 2-wheeled vehicles remain stable

Number of accidents



Number of deaths



Findings

- ▶ **Surveys from INSEE (French national institute for statistics) show that commuting distances and times are continuously rising.**
- ▶ **Workers mobility is rocketing due to the cumulative effects of:**
 - urban expansion,
 - spreading of business activities,
 - change in employment system,
 - low residential mobility.
- ▶ **Workers are travelling further to go to work and are thus exposed to an increased level of road risk.**

Findings

- ▶ **Work requirements can increase the commuting risk for workers:**
 - Frequent change to place of work,
 - Need to use a car or a 2-wheeled motor vehicle in case of shiftwork hours, night shifts, work in a place with poor public transport links...
 - Some occupations are more affected than others when it comes to commuting.

An issue for employers



Psychosocial risk factors:
“Studies on the impact of transport on workers health and on companies shows that on specific points, workers cannot take it any longer.”

⇒ 10 proposals by Technologia

An issue for the public authorities



ENQUETE AUPRES DES SALARIES D'ILE DE FRANCE
SUR LES TRANSPORTS EN COMMUN DOMICILE-TRAVAIL

Etude réalisée à la demande de l'ORSTIF
(Observatoire Régional de la Santé au Travail en Ile de France)

**Survey by
ORSTIF
(regional
monitoring
centre on
health at
work)**

⇒ 60% of workers in the greater Paris area depend on public transports to travel, both for work and for leisure.

A public health issue



DEUXIEME PLAN NATIONAL SANTÉ-ENVIRONNEMENT (PNSE 2)

2009 - 2013

- ▶ **HEALTH AND TRANSPORT – DRE (town and country development division)**
 - Assess the impact of different means of transport on people's health
 - Encourage alternative means of transport
 - Reduce atmospheric emissions due to means of transport (by reducing or changing the need to travel, by manufacturing more environmentally friendly vehicles...)
 - Recognise the impact of stress and traffic...

Still a priority

Action plan for 2010-2014



Prévenir le risque routier professionnel

Topics on the agenda of the Steering committee include:

Investigate further the issue of safe and sustainable mobility to develop strategies on:

- **Health and mobility at work**
- **Prevention of commuting risk**

Including for the government (CISR*

18/02/2010)



Preventing the occupational road risk

“The government commits to put in place, within a year, an occupational road risk prevention plan for public servants. Companies are also involved: we encourage them to establish an occupational road risk plan (companies with more than 500 staff) and to negotiate a cross-industry agreement.”

“Regional and local authorities, planners and contractors, health insurers, local chambers are invited to collectively find ways to prevent the commuting risk with regards to their respective administrative area and the sustainable mobility.”

* Interministerial committee on road safety

Findings and prevention suggestions

- ▶ **Some companies have suggested significant measures for preventing the commuting risk. (2004)**
- ▶ **The prevention of road risk in business parks has been widely discussed and so has the possibility of involving SME in collective prevention action.**
- ▶ **According to several speakers, prevention measures are increasingly integrated into the commuter plan.**

Sustainable development and planning

- ▶ Integration into a commuter plan
 - There are obvious shared interests between commuter plans and prevention of commuting risk.
 - However, commuter plans need to clearly recognise the safety issue for workers.
 - Safety and occupational health indicators need to be established.
 - Commuter plans often focus on travel rather than on the purpose.
 - Public policies need to be consistent.

- ▶ The planning issue
 - The commuting risk depends largely on planning choices that are made,
 - On where companies and business parks are located,
 - On where workers live.
 - What prevention measures should be taken with regards to planning?

Need for integration

- ▶ In order to improve the risk prevention, it is necessary to act upon decisive factors such as:
 - **work organisation,**
 - **transport system,**
 - **planning and development.**
- ▶ Public policies in these areas need to integrate.
- ▶ Tackling the issue of sustainable mobility should not jeopardise the safety of workers.

White paper

- ▶ The results of:
 - Consultation with members of the Steering committee,
 - Consultation with new partners affected by commuting and mobility, have been summarised in a **White paper**:

PREVENTING COMMUTING ACCIDENTS

- ▶ Available on CARSAT Pays de la Loire web site:
<http://www.carsat-pl.fr/risques/>

3 main themes with 12 new proposals on preventing the commuting risk

▶ Theme 1:

- Take measures for preventing the commuting risk in line with corporate social responsibility and by consulting with others

▶ Theme 2:

- Include the prevention of the commuting risk in a policy for a safe and sustainable mobility

▶ Theme 3:

- Establish a prevention action plan in order to develop awareness amongst SME workers in business parks as well as workers most at risk due to the location of their place of work, their position or their market sector.



Theme 1: Take measures for preventing the commuting risk in line with corporate social responsibility and by consulting with others

- 1. Initiate a dialogue between employers and workers on commuting issues.**

Extend the dialogue to the planning stakeholders.



Theme 2: Include the prevention of the commuting risk in a policy for a safe and sustainable mobility

- 2. Always include health and safety objectives in the commuter plans.**
- 3. Organise work in order to limit travel needs or introduce more flexible working times.**
- 4. Develop services near the place of work (catering facilities, childcare, corporate concierge services).**



Theme 2: Include the prevention of the commuting risk in a policy for a safe and sustainable mobility

- 5. Promote employer's initiatives aiming at helping workers to find accommodation near their place of work.**
- 6. Provide assistance to workers with their commuting needs to increase safety (intermodality, training, information...).**



Theme 2: Include the prevention of the commuting risk in a policy for a safe and sustainable mobility

- 7. Reduce risk associated with 2-wheeled motor vehicles.**
- 8. Encourage safe car pooling.**
- 9. Encourage safe cycling.**



Theme 3: Establish a prevention action plan in order to develop awareness amongst SME workers in business parks as well as workers most at risk due to the location of their place of work, their position or their market sector.

- 10. Promote collective measures in business parks.**
- 11. Reduce commuting risk associated with unsociable hours.**
- 12. Encourage safer commuting for workers with temporary status.**

Contributors

- **Steering committee for the prevention of occupational road risk**
 - CNAMTS Direction des risques professionnels et son réseau prévention
 - CNRACL Fonds national de prévention
 - MINISTERE du TRAVAIL Direction Générale du Travail
 - MUTUALITESOCIALE AGRICOLE
 - SECURITE ROUTIERE

- **Partners (on 19 May 2011)**
 - Assemblée des Chambres Françaises de Commerce et d'Industrie
 - AXA
 - INDIGO ALTERMOTAL
 - MACIF
 - PRISME
 - ORSE
 - RANDSTAD
 - VOITURE&CO

Schedule

- ▶ The consultation process is ongoing and **all contribution is welcome and needed**:
 - The online document remains a draft paper.
- ▶ The **white paper should be published by November 2011**.
- ▶ There will be a **national communication campaign**:
 - involving all partners,
 - launched during a seminar organised at the end of 2011
 - by the Steering committee and IFSTAR (French national institute for transport, planning and network science and technologies)

“For a safe and sustainable mobility at work”



Prévenir le risque routier professionnel



- Road safety
- Occupational health and safety
- Public health
- Environment, sustainable development,

...an essential integration

For a **SAFE** and **SUSTAINABLE** mobility



Prévenir le risque routier professionnel

Thank you for your attention