

# Preventing occupational risks in road transport

Findings from EU-OSHA 's activities

International PRAISE Seminar  
Paris 7.03.2012



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<http://osha.europa.eu>

# Brief description - role of EU-OSHA



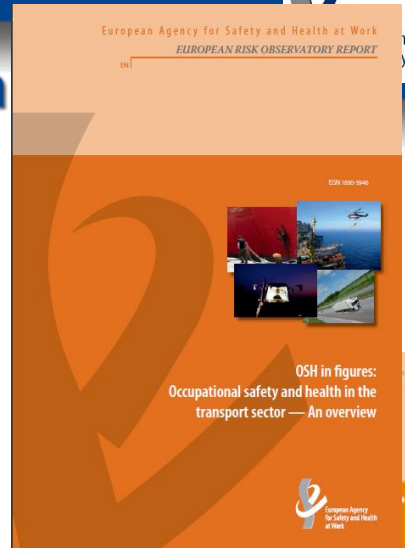
- European body based in Bilbao
- Information collection, sharing and exchange
- Governing Board - governments, employers and workers
- Network of 'focal points' in EU member states, candidate countries and EFTA. And with key organisations worldwide



# Publications



E-fact 47: Health promotion in the transport sector



- 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



**Road Transport – OSHA – - Mozilla Firefox**

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http://osha.europa.eu/en/sector/road\_transport

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You are here: Home → Sectors → Road Transport

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**Publications**

- OSH in figures: Work-related musculoskeletal disorders in the EU - Facts and figures
- E-fact 47: Health promotion in the transport sector
- Factsheet 88 - Safe maintenance — Safe workers

**Practical solutions**

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**History**

Monitor 12  
17.01.2011  
EU-PRAlSE Report

Hazards and risks to road transport drivers

Done

**Rail, Air and Water Transport – OSHA – - Mozilla Firefox**

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http://osha.europa.eu/en/sector/rail\_air\_water\_transport

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**Practical solutions**

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**News**

- UEAPME Joins the Healthy Workplaces Campaign 09.03.2011
- Health and Safety Meeting in Portimao 09.03.2011
- Safe Maintenance Seminar in Ljubljana 09.03.2011
- Belgium's most important event for Safety and Security at Work 09.03.2011
- ISHCCO (International Safety and Health

**History**

Recommendations for monitoring, research and prevention

Done

[http://osha.europa.eu/en/topics/road\\_transport](http://osha.europa.eu/en/topics/road_transport)  
[http://osha.europa.eu/en/topics/rail air water transport/](http://osha.europa.eu/en/topics/rail_air_water_transport/)

# Findings from `OSH in Figures Transport Sector` report

- More women
- Ageing
- Migrant workers
- Multiple exposures -physical, psychosocial & organisational risks
- Dangerous substances and biological agents
  - exposure underestimated and under-assessed
- Varying working hours - evenings, shifts, night, weekends
- Violence – increasing, underreported
- Health problems: insomnia, digestive, long-term fatigue, musculoskeletal, asbestos-related, hearing loss, infectious diseases, falls injuries
- 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





# Multiple risks

## - Not just driving risks

### ➤ Broad range of risks 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, migrants and cross-border driving



# A few findings from EU-OSHA case studies

- Drivers - self-employed, very experienced + independent:
  - Approaches - practical but not patronising.
  - 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
  - Where deliveries are made
  - Passengers, school children
  - Road safety groups, transport ministries etc.
  - Use places drivers frequent – stop areas etc
- Large organisations to set OSH standards for delivery contractors etc.
  - SMEs 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:
  - recognise in work organisation & working time.
- Training – part of health & safety management system



# Good practice case study: Prevost transport company, France

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- Initiated an 80 km/h **speed limit** for its drivers using various measures
- Resulting in reduced fuel consumption and CO2 emissions, and improved health and safety of drivers.
- Workers shared in the cost savings
- Stickers on vehicles are used to promote the initiative





# TNT Express France - signatory to 2009–2012 Road Safety Charter Rhône region

## ➤ Aims

- Improve awareness of road safety at all levels
- Reduce the number and severity of accidents
- Make drivers with several accidents aware of their possible responsibility.

## ➤ Actions:

- **OSH policy** includes company commitments, objectives and targets.
- Incorporating road risk in evaluation of professional risks - **analysis of route, transit times and assignments, and organising work time.**
- **Road safety working group**, monitoring of frequency / accidents by typology, identifies their causes and develops plans for improvement
- **Good Driving Itinerary - five-year training plan** (classroom training on road risks, driving manoeuvres & environmentally conscious driving)
- **Safety features** such as backing radar.
- Preventive maintenance covers regular checks of all vehicles.
- **An annual road challenge for drivers and managers** on driving, road safety and consumption of fuels.
- **A trip policy** - limit and/or optimise road trips, videoconferences, etc.
- **Road risk software**: losses are analysed and saved
- Follow-up of risk and driver profiles.

# SEMTA (Amiens Urban Public Transport)

## third-party violence

**Issue:** verbal aggression, harassment, missiles thrown at buses.

### **Actions:**

- Real-time monitoring of routes using GPS and using a radio network to keep drivers informed, e.g. about accidents.
- Strengthening ticket inspection CCTV cameras on buses.
- Follow-up of missile-throwing incidents, incl. safety coordinators visiting associations involved in Anti-Aggression Week and schools in affected localities.
- Making public aware that aggressors will face consequences.
- Assistance & legal support to victims by the bus company

### **Effects:**

- Decrease in the number of attacks, broken windows & staff sick leave after attacks
- Enhancing social dialogue - Making company's commitment to improving the situation clearly visible to employees.

# Good practice case study:

## Preventing violence to bus drivers

### The school run



• **Violence on the increase and underreported** – key finding of EU-OSHA OSH in Figures Transport Sector report

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 & 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

## ➤ Leadership and worker participation



- **Promotion of core message that workers and managers must work together**
- **Giving clear guidance to employers and workers on how to manage work-related risks**
- **Provision of practical guidance to promote a risk prevention culture**

## **For transport sector:**

- **Demonstrate commitment to OSH from top down**
- **Engagement of line managers/supervisors**
- **Engagement of drivers – introducing change takes time**
- **Solutions by drivers for drivers**



# Some thoughts..

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



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**Thank you for listening**

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