



Directorate-General  
for Mobility  
and Transport



EUROPEAN  
COMMISSION

# Work Related Road Safety in EU Transport Policy

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**Maria Cristina Marolda – PRAISE Seminar – Barcelona June 14, 2010**



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

**High burden  
for society**

in terms of  
**human lives**  
and  
**economic loss**



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# 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:



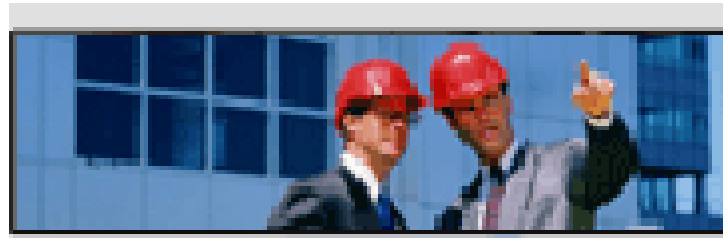
-  acknowledgment of **risk** and the potential for accidents and injuries,
-  blame-free environment where individuals are able to **report** errors or close calls without punishment,

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

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



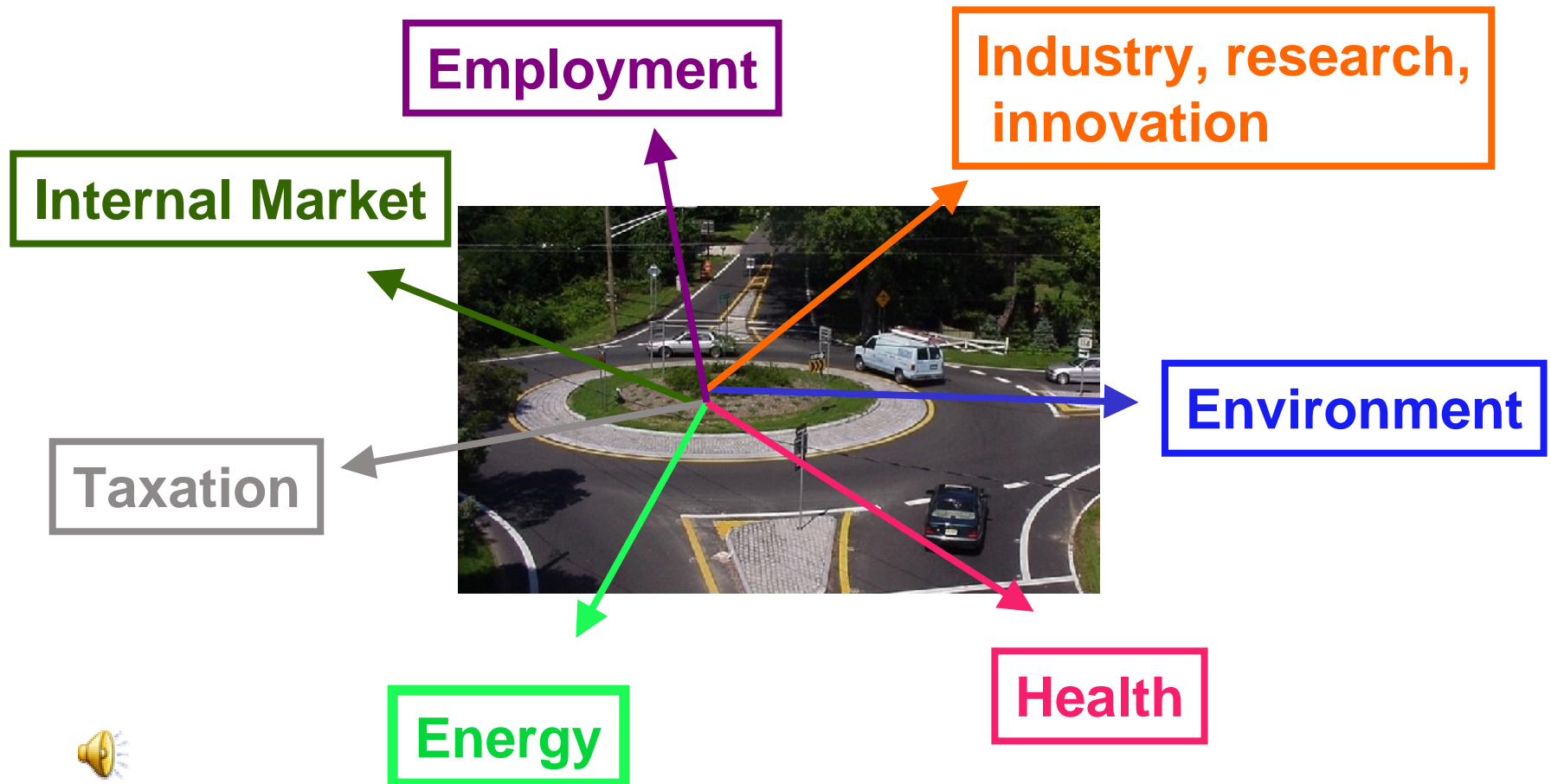
*"When the leaders don't lead,  
the followers don't follow."*



**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

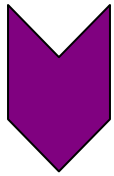


# Work-related Road Safety should also take into account

## 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

- ❖ **3 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](http://ec.europa.eu/transport/road_safety)***

