Preventing occupational risks to drivers in road transport
Findings from EU-OSHA’s activities

PRAISE German national event
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Brief description - role of EU-OSHA

- European body based in Bilbao
- Key role to support the collection, sharing and exchange of information on occupational safety and health
- Governing Board of governments, employers and workers organisations
- Working with a network of ‘focal points’ in EU member states, candidate countries and EFTA. And with key organisations worldwide
Transport accidents - Germany

2009:
- According to the EU road accidents database CARE 68 drivers of heavy goods vehicles, and 70 drivers of lorries under 3.5 tons died in crashes
- 115,000 commuting accidents per year (DGUV)

2010:
- Every fourth accident in companies linked to transport or driving (DGUV – BG Verkehr)
- 224,110 of 964,144 work accidents were commuting accidents
- > 20,000 transport accidents & road accidents when driving for work

Commuting accidents on the increase
- Of 524 fatal accidents, 369 commuting accidents (DGUV-BG Verkehr)
More and more women
Transport workforce is ageing
High proportion of migrant workers
Multiple exposures to physical, psychosocial & organisational risks
Exposure to dangerous substances and biological agents – underestimated and underassessed!
Varying working hours (working evening, shifts, at night, weekends)
Violence is an increasing risk – and underreported!
Health problems: insomnia, digestive, long-term fatigue, musculoskeletal, asbestos-related, hearing loss, infectious diseases, accidents due to falls.
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 a particular challenge for OSH

Main health problems of transport workers

- Fatigue
- Sleeping disorders
- Headache
- Nervousness
- MSDs (Back, lower and upper limbs)
- Digestive
- Cardiovascular

Multiple risks
- 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, migrants and cross-border driving
Accidents not only crashes

- Accidents linked to unsecured loads and to trips and falls when getting in and out of vehicle and unloading
- Accidents with vans and light-duty trucks highlighted

Sicherheits- und Gesundheitsschutzdefizite im Speditionsgewerbe, BAuA study 2005
http://www.baua.de/de/Publikationen/Forschungsberichte/2005/Fb1056.html

Mr Nobody (Der kleine Niemand), Germany
Rheinkraft International developed an automatic spoken alert, triggered when the truck door is opened, to remind the driver to be careful while climbing down.
The device costs just EUR130 including installation per vehicle.
‘Mr Nobody’ won a best practice award in 2005.
### Exposure to risks

#### Dangerous substances

<table>
<thead>
<tr>
<th>Substance(s)</th>
<th>Source</th>
<th>Workers exposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Solvents, VOCs,</td>
<td>• Dangerous goods</td>
<td>• Cleaners, service and maintenance workers</td>
</tr>
<tr>
<td>• Exhaust fumes, Diesel exhaust and particles</td>
<td>• Cargo loads and foodstuff on long-distance transport</td>
<td>• Catering staff</td>
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<tr>
<td>• Road and ambient dust</td>
<td>• Cleaning products</td>
<td>• Cargo workers</td>
</tr>
<tr>
<td>• Disinfectants</td>
<td>• Insulation materials</td>
<td>• Drivers, delivery and attendants</td>
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<tr>
<td>• Textile fibres (e.g. cotton)</td>
<td>• Brakes (buses, trucks)</td>
<td>• Workers who handle container goods</td>
</tr>
<tr>
<td>• Asbestos</td>
<td>• Waste</td>
<td></td>
</tr>
<tr>
<td>• Fumigation and storage chemicals</td>
<td>• Fuels</td>
<td></td>
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<tr>
<td>Biological &amp; infectious agents</td>
<td>• Animals</td>
<td>• Contact with foodstuff, infected travellers and goods</td>
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<td></td>
<td>• Foodstuff, perishable goods, raw materials</td>
<td>• When travelling abroad</td>
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<td></td>
<td>• Insects, other vectors</td>
<td>• Contact with animals</td>
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<td></td>
<td>• Contact with passengers</td>
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<td>• Confinement, long-distance travelling</td>
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Fatigue - most reported health problem in land transport

- 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.
- More accidents at night
- Multiple exposures may affect alertness

% workers reporting health problems, EU27, ESWC 2005, Eurofound
Alertness:
- 7–23% truck drivers sleepy - pupillometry studies
- 56% falling asleep in video surveillance
- 20% have a low oxygen saturation
- Up to 25% suffer from sleep apnoe
- Accident risk increased by 2-4-fold
- 17 hrs driving: as with 0.8 blood alcohol level

Noise disturbance when sleeping:
- 2/3 of the drivers sleep on the trucks, mostly 4-5 times a week, and often during daytime
- Mostly in industrial areas or parking areas of motorways
- Highest noise disturbances at motorways, partly above limit values for workplaces (> 90-100 dB(A))
- 15000 parking areas missing

Study authors proposed organisational and constructive measures, combined with health promotion

http://www.baua.de/de/Publikationen/Fachbeitraege/LKW-Workshop-2008.html
Road risk part of OSH management, part of business management!

- **Drivers - self-employed, very experienced + independent:**
  - Ensure approaches are practical but not patronising.
  - Ensure advice and solutions based on drivers’ experience.
  - Involve drivers in risk assessment, developing solutions, using drivers as advocates, allowing sufficient time.
  - Use places they frequent – stop areas etc.

- **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 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 with clear management commitment**

Good practice: Stress campaign on public passenger transport drivers, Germany

What was done:
In 2004 the Bavarian Labour Inspectorate launched a campaign on stress suffered by public passenger transport drivers, in 39 public transport companies.

Key points
- Awareness-raising among transport companies of the need to take action
- Taking a preventative approach to the reduction of work-related stress.
- Targets for improvements and timetable agreed with bus companies.
- Getting companies to help themselves.
- Based on prior investigation of causes and included ‘employment’ and service provision issues such as rosters, timetables, operating instructions and training.
- Discussions with and observations of drivers, on-site investigations over seven months.
- Investigation in accordance with the code of practice developed by LASI (2003).

Outcome and evaluation
- Including stress in risk assessments, documenting risk assessments
- Strategy for dealing with post-traumatic stress disorder, stress management sessions for drivers who have been involved in severe accidents
- Surveying and consulting employees
- Devising stress management seminars
- Setting up an advisory board for psychological stress
- Creation of innovative, stress-reducing service schedules
- Installing sufficient lavatory facilities for drivers.
Good practice: Actions to increase women drivers
Transport for London, UK

**Problem:**
Transport workforce male-dominated - women on the increase – OSH actions male-orientated
(OSH in Figures Transport report)

**Actions:**
- TforL **women bus drivers** offers suitable working conditions to improve recruitment and retention
- ‘Women mentors’ in the depots to support female drivers; help with childcare costs; and women’s facilities.
- Measures and campaign to prevent violence on buses
- Training for staff and all managers that emphasises zero tolerance of discriminatory behaviour
- Work continues on issues such as flexible work patterns

In another example, following a study, Spanish trade union CCOO produced recommendations for uniforms for female drivers – incl. for pregnant women
**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, personal dialogue with drivers
- Initially run in Germany, now being implemented at European level
- Supported by many organisations in DE and CH

**Results:**
- About 200 contact points in 2008, in rest areas along highways
- Well accepted by drivers
- Support from the sector has enabled provision of medical care for haulage drivers in Germany

**Further information:** [http://www.docstoponline.eu](http://www.docstoponline.eu)
Good practice: The Driver Assistance Systems campaign, Germany

What was done:
- In this campaign (‘Sicher.Für Dich.Für Mich. Fahrer-Assistenz-Systeme’), the BGF gave a financial incentive to enterprises that run vehicles equipped with driver assistance systems. Training on the new technology was also provided to truck drivers. The driver assistance system covers cruise and stability control and lane departure.

Key points:
- Project to reduce the number of fatal and severe accidents involving heavy goods drivers.
- Aims to make the public aware of the need for driver assistance systems (cruise and stability control, lane departure warnings).
- Aims to influence European legislation concerning the future legal requirements for driver assistance systems.
- Subsidy given for equipping vehicles combined with training for drivers.
- Companies taking the subsidy had to help in the assessment of equipped versus non-equipped vehicles.
- Truck stickers on equipped vehicles used to publicise the campaign.
Good practice: Safe taxiing! (Taxifahren – aber Sicher)

- **Organisation:** German Taxi and hired car association (Deutscher Taxi- und Mietwagenverband e. V.).
- **Resource type:** Guideline/leaflet
- **The good practice recommendations**
  - This guideline for taxi drivers, covering various topics, is divided into three main sections. The first concerns assaults at work – giving information ranging from ‘why do taxis get attacked?’ to ‘selfdefence in case of emergency’ and how to avoid assaults.
  - The second section includes information about road safety and what taxi drivers can do to drive safely and comfortably.
  - The last main section contains chapters about the importance of getting enough sleep before work, sitting correctly and how to stay healthy.
  - There is a list of links to internet platforms and other information sources at the end of the guideline.

Clear procedures and arrangements which everyone is informed about and form part of daily work:

- Identifying a person(s) responsible
- Planning for the servicing of vehicles
  - The frequency of controls should depend on the conditions under which vehicles are used
- Monitoring the status of vehicles on a daily basis
- Vehicle users reporting any problems during use
  - according to established procedures (e.g. report form, intervention request form)
- Further involving staff by getting them to do daily and weekly vehicle checks
  - basic checks before any journey include: are windows and mirrors clean? Are tyres, brakes, steering and lights in good condition?
- Instructing and training staff on maintenance arrangements and specific procedures for their vehicles
- Insisting that vehicles owned by drivers themselves are also properly maintained and regularly serviced
Minimising accidents and incidents during pizza delivery by motorcycle PHC Franchised Restaurants, Cyprus

Revised safety policy for motorcycle riders and van drivers covering:

- Road safety and breakdown/accident procedures
- Avoiding violence/robbery
- Helmet safety – selection/approval, use
- Maintenance
  - Checking vehicles and maintenance (vehicle and carrying box)
  - Reporting problems
  - Training and monitoring (spot-checks)
  - Instructing van drivers about carrying spares and equipment in good condition in case of breakdown
  - Achieve good cooperation between restaurant managers and riders/drivers on safety, where riders inform them of any health and safety problems they or other co-workers may face, including the maintenance of their vehicles or their safety gear

- Engaged the support of the local police department, especially for preparing the road assessment/evaluation procedure and its content

New Publications

- 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
Road transport web pages, and also pages covering the other transport sectors

[Image of web page]

Some thoughts..

- 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
Thank you for listening

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