EU- OSHA E-TOOLS SEMINAR

DRIVING /ROAD TRANSPORT

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INRS IN BRIEF

Missions
To contribute to the prevention of occupational accidents and diseases through studies and research, guidance and advice, training and information, in order to:

- identify occupational risks and highlight hazards
- analyse their impact on health and safety at work
- develop and promote the means to control these risks out in the companies

1 of the target = the SMEs
Road Transport in France

- 25 000 companies
- 233 000 employees
- Medium size: 10
- High sinistrality sector

27/09/2018
Main OSH issues for this sector

90% of the accidents happen when the truck is stopped:

- When drivers climb up or down (fall from cabin & trailer)
  In 80% of cases it’s more than 15 working days lost

- When drivers load / unload (handling matters)
  Average of 30 working days lost

- When drivers intervene on the truck (opening/closing doors, moving sheeting or crutches)
  No added value tasks but 1 of 7 work accidents for the drivers

=> Road transport is a target audience for OSH institutions in France
National approaches for this sector

• Construction of a suitable offer:

  ■ Awareness-raising leaflet sent to companies having 1 to 20 employees

  ■ Information sheets on prevention solutions,

  ■ Specific website, containing the entire sector-based offer
National approaches for this sector

• **Construction of a suitable offer:**
  - Financial assistance, for the purchase of equipment recommended in the solutions,

• **Construction of specific partnerships:**
  - Professional organisations,
  - Training organisations linked to the sector,
  - National Education with the future truck drivers
  - Safety consultants ...
National approaches for this sector

- And a OiRA tool,
  - A sectorial risk assessment paper guide has been written with road transport social partners in France
  - The contents have been adapted and integrated into OiRA
  - Very good quality of dialogue with EU-OSHA
  - Tested with some road transport SMEs before deployment with the help of professional organisations
Framework & contents

• 4 phases of Risk Assessment: Preparation, identification and evaluation, action plan & report,
• 10 modules, based on drivers main tasks (like loading / unloading, driving...)
• 37 hazardous situations,
  ✓ simple questions,
  ✓ The user has to answer «yes or no»,
• Evaluation based on an appreciation of the user of the risk priority according to 3 levels: Low, Middle, High
• 95 propositions of standard solutions
• Possibility to download, modify and edit the list of all questions, the report (text) & the action plan (table)
## Indicators monitored for OiRA tools developed in France

<table>
<thead>
<tr>
<th>OiRA TOOLS</th>
<th>Target : Nb of companies with less than 20 employees (Nb Ent)</th>
<th>Number of mouths of use since launching</th>
<th>Nb of users (U)</th>
<th>Nb of sessions (S)</th>
<th>Nb of action plans (PA)</th>
<th>Nb of completed sessions (Comp)</th>
<th>Part of the target covered (U/Nb Ent)</th>
<th>Degree of involvement 1 (PA/U)</th>
<th>Degree of involvement 2 (Comp/U)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OiRA road transport</td>
<td>14 500</td>
<td>82</td>
<td>4 362</td>
<td>4 944</td>
<td>1 331</td>
<td>539</td>
<td>30,1% *</td>
<td>30,5%</td>
<td>12,4%</td>
</tr>
<tr>
<td>OiRA catering</td>
<td>97 000</td>
<td>54</td>
<td>8 744</td>
<td>10 323</td>
<td>5 155</td>
<td>3 439</td>
<td>9,0%</td>
<td>59,0%</td>
<td>39,3%</td>
</tr>
<tr>
<td>OiRA car repair</td>
<td>40 000</td>
<td>38</td>
<td>3 078</td>
<td>3 581</td>
<td>1 448</td>
<td>849</td>
<td>7,7%</td>
<td>47,0%</td>
<td>27,6%</td>
</tr>
<tr>
<td>OiRA non-food trade</td>
<td>187 000</td>
<td>27</td>
<td>2 155</td>
<td>2 685</td>
<td>955</td>
<td>651</td>
<td>1,2%</td>
<td>44,3%</td>
<td>30,2%</td>
</tr>
</tbody>
</table>

* In the Transport sector, there is a large share of OiRA users in companies with more than 20 employees which has the effect of increasing the result for this index
Short additional enquiry on OiRA tools in France

- Use Sphinx application

- Very short enquiry with two questions: geographic location (department in France) and the existence of a previous risk assessment form.

<table>
<thead>
<tr>
<th>Tool</th>
<th>Ratio of answers (related to the number of users)</th>
<th>Ratio n of companies with a risk assessment form</th>
</tr>
</thead>
<tbody>
<tr>
<td>OiRA road transport</td>
<td>55%</td>
<td>56%</td>
</tr>
<tr>
<td>OiRA catering</td>
<td>57%</td>
<td>30%</td>
</tr>
<tr>
<td>OiRA car repair</td>
<td>82%</td>
<td>50%</td>
</tr>
</tbody>
</table>
Main feedbacks

- Good feedback on the tool (it works!)
- It is free and simple
- It is proposing operational solutions
- Because it has been presented by the professional organisations, it is a serious tool (it is giving credibility to the message spread)
- It is specific to the Transport sector
- It is a good guide to drive the use through the steps of the RA

However:
- Too many questions, too long (the users don’t want to spend time to realize the risk evaluation)
- Making a RA is useless and not adapted to the situation of the MSEs
Lines of approach to touch the SMEs

• Marketing approach:
  ■ Analysis of SMEs and their needs (populations, awareness of the subject, concerns related to the subject, etc.)
  ■ Analysis of their environment and operating methods (organisation, contacts, information collection channels, etc.)

• Tool-based and solution-based sector approaches:
  ■ Lack of concern about OSH => get them more involved by talking about their specific jobs
  ■ Lack of expertise => simple support tools
  ■ Operational approach => solutions adapted to their context

• Partnership approaches:
  ■ With players in the profession (professional organisations)
  ■ With local players (accounting firms, chambers of commerce)
  ■ Search for complementarity (non OSH-specialised players)
National approaches chosen

Experimenting this approach in four jobs over a four-year period (2014-2017):

- Within the framework of the national action plan defined by the occupational accidents and diseases branch of Social Security
- Involvement of regional social security funds:
  - In the design and steering of programmes
  - In the deployment of actions out in the field
- INRS:
  - Co-steering of approaches,
  - Methodological support, stakeholder training,
  - Technical support, identification of prevention solutions
  - Production of tools and materials
National approaches

Selection of target jobs: number of workers/accident rate/cost

- Maçons
- Restaurateurs, Hôtels/restaurants, traiteurs
- Mécanique générale, garagistes
- Transporteurs routiers de marchandises
- Peintres en bâtiment
- Menuisiers
- Plombiers-chauffagistes
- Couvreurs-etancheurs-charpentiers

27/09/2018
The future of OiRA in France

- The French government’s 2017-2020 occupational health plan makes rollout of tools such as OiRA one of its priorities for promoting prevention in micro-enterprises.
- 1 INRS department engaged to develop 40 more tools for others sectors over the 4 coming years
- 1 person in charge of the tool
- 1 expert of the sector following the content according to the need of the sector, technical evolutions, new risks...
Conclusion

• OiRA is a good product
  ■ High satisfaction rate
    > Needs were met for 93% of users
    > 94% of the Transport tool users would recommend it
  ■ No technical problems

• OiRA is only a tool
  ■ Success depends on the use
  ■ It must be integrated into a programme and promote
  ■ By partners in contact with the target

• OiRA statistics are useful:
  ■ To Monitor the action
  ■ Evaluate its impact
  ■ Give feedback to stakeholders
Our job: making yours safer

Thank you for your attention