

Polis Conference
29 November 2012
Perugia

Road Safety from a work health and safety perspective

Lucia Pennisi

ACI – Area Professionale Statistica

Andrea Bucciarelli

INAIL – Consulenza Statistico Attuariale

INAIL



Automobile Club d'Italia

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In Europe six out of ten fatal accidents at work are road traffic accidents, this is when you consider the injuries among professional drivers and those going to or coming from work place.

Road traffic injuries in Italy:

- Represent on average 15% of work injuries in complex
- Fatal accidents account for over 50% of work victims

Road accidents are therefore an important problem of safety at work, not only for professional drivers or for those who use the vehicle for commuting, such as sales representatives, but also for those working on the roads maintenance and all the "commuters"

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However, the statistics of road accidents is not suitable to fully describe the phenomenon:

- in 2011, for example, 5,372 professional drivers, including 22 dead and 1,975 injured were involved. Among them drivers of heavy good vehicles were only 378 in 2.807 vehicles
- With regard to workers in road construction there are 7 workers died and 145 were injured.
- There is no evidence of accidents occurred during systematic shift in home-work-home

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In order to improve the knowledge of work traffic accident Istat has changed the form of the statistical survey since 2012

CONDUCENTI COINVOLTI						
V E I C O L O A	Età conducente	<input type="checkbox"/>	Patente ciclomotori	0 <input type="checkbox"/>	Anno di rilascio della patente (ultime due cifre)	<input type="checkbox"/>
		Maschio Femmina	Patente Tipo A	1 <input type="checkbox"/>	Conducente coinvolto in incidente su strada durante lo svolgimento della propria attività lavorativa	1 <input type="checkbox"/>
	Sesso	1 <input type="checkbox"/> 2 <input type="checkbox"/>	Patente Tipo B	2 <input type="checkbox"/>	Conducente coinvolto in incidente su strada durante il tragitto casa-lavoro o lavoro-casa	2 <input type="checkbox"/>
	Incolume	1 <input type="checkbox"/>	Patente Tipo C	3 <input type="checkbox"/>	Non indicare le due modalità sopra riportate nel caso si tratti di altro tipo di tragitto o di incidenti avvenuti al di fuori dell'attività lavorativa.	
	Ferito	2 <input type="checkbox"/>	Patente Tipo D	4 <input type="checkbox"/>	Indicare la modalità 1 nel caso in cui si tratti di conducente professionale o altro conducente di veicolo esclusivamente se al momento dell'incidente stavano svolgendo la propria attività lavorativa.	
	Morto entro 24 ore	3 <input type="checkbox"/>	Patente Tipo E	5 <input type="checkbox"/>	Indicare la modalità 2 solo nel caso in cui si tratti di conducente di veicolo esclusivamente se al momento dell'incidente stavano compiendo il tragitto casa-lavoro o lavoro-casa	
Morto entro 30 giorni	4 <input type="checkbox"/>	ABC speciale	6 <input type="checkbox"/>			
		Non richiesta	7 <input type="checkbox"/>			
		Foglio rosa	8 <input type="checkbox"/>			
		Sprovvisto	9 <input type="checkbox"/>			

Flag for work accident

Flag for systematic shift accident

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Since 2005 INAIL has expanded its database with information that can identify among the complaints of road accidents occurring at work or in travel to and from the workplace (in itinere):

All accidents (INAIL database)

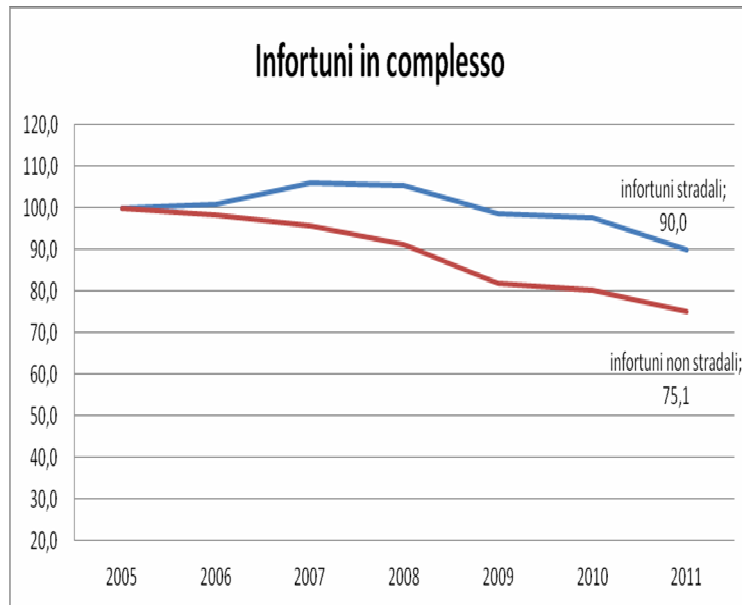
- ❖ Every year about 50.000 work traffic accident are registered (8% of work accident)
- ❖ Traffic accident in itinere are about 70.000 (80% of accident in itinere)

Fatal Accidents(INAIL – year 2011 estimate of the consolidated)

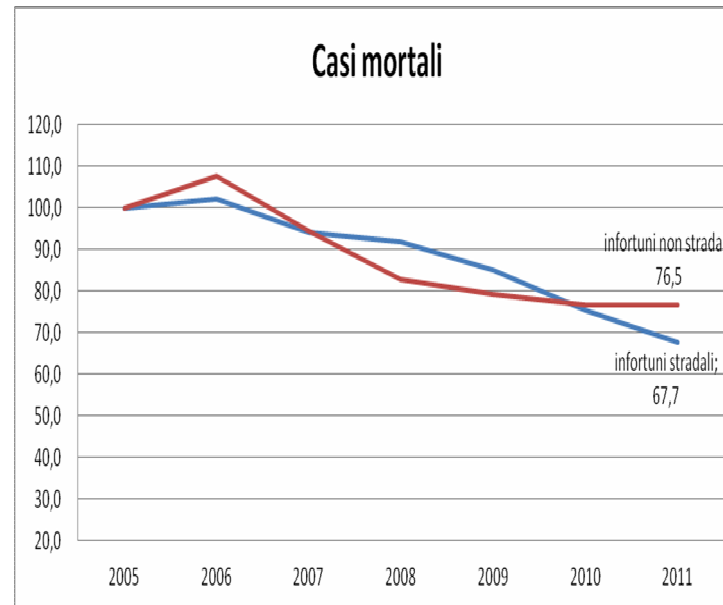
- ❖ 680 deaths at work - 230 of them are traffic accidents
- ❖ 240 deaths in itinere – 230 of them are traffic accidents

Traffic accidents at work are more serious than accidents in itinere
In 2011, 460 people died because of a road accident while working or going to work. This is more than 10% of road victims (3.860 in 2011). Besides this is about 50% of all kind of fatal accident related to work.

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All accident at work



Fatal accident related to work

As far as fatal accident at work are concerned, since 2005 to 2011, traffic accident decreased more than other kinds of accident (-32,3% vs 23,5%)

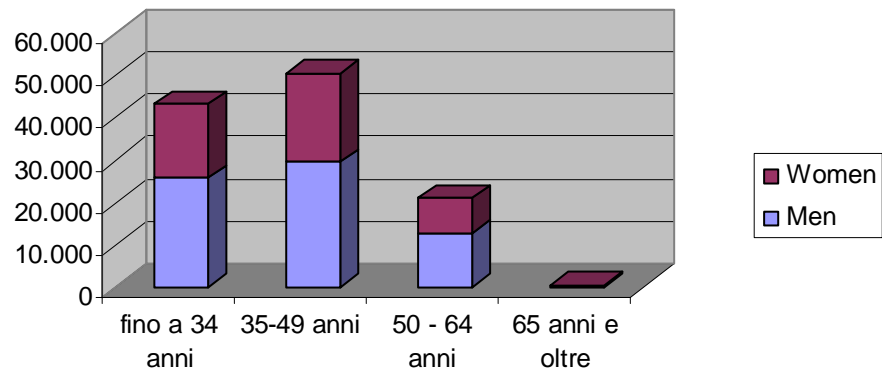
Conversely for injury accidents (-10,0% vs. -24,9%)

In the same period looking at road accident in general: - 14,3% accident

- 33,7% fatalities

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Traffic accidents related to work - Italy 2011



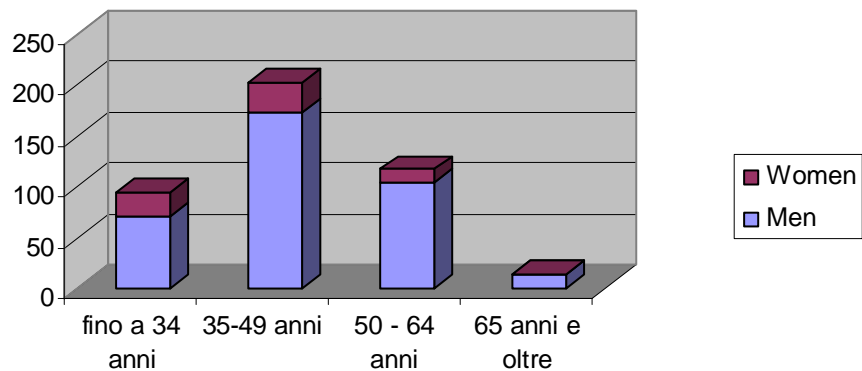
Men are involved in 60% of accidents and regarding women they are mainly involved in accidents in itinere.

The age group most involved for both sexes is that of 35-49 years (about 44% of cases), followed by 18-34 (37%), the two classes, concentrating 80% of the cases.

In fatal accidents the percentage of women decrease to 15%.

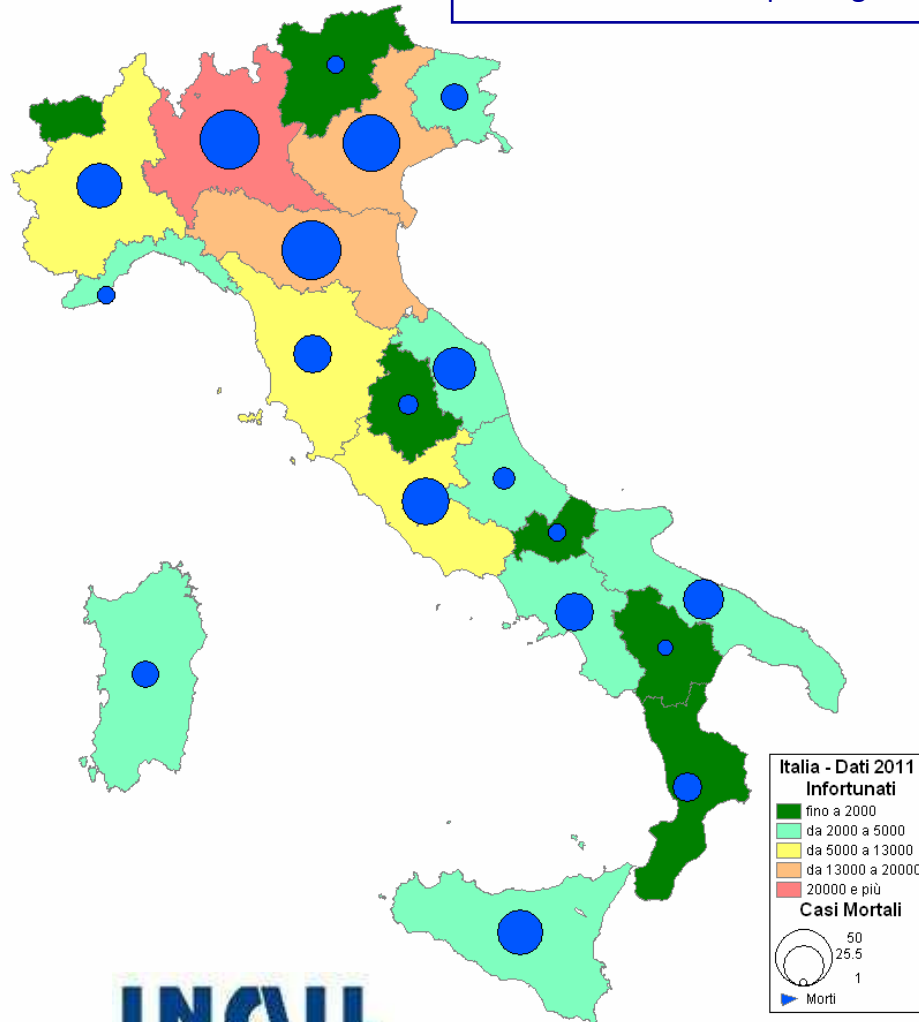
The age group most involved is again the young adults (35 – 49 years old)

Fatal traffic accidents related to work - Italy 2011

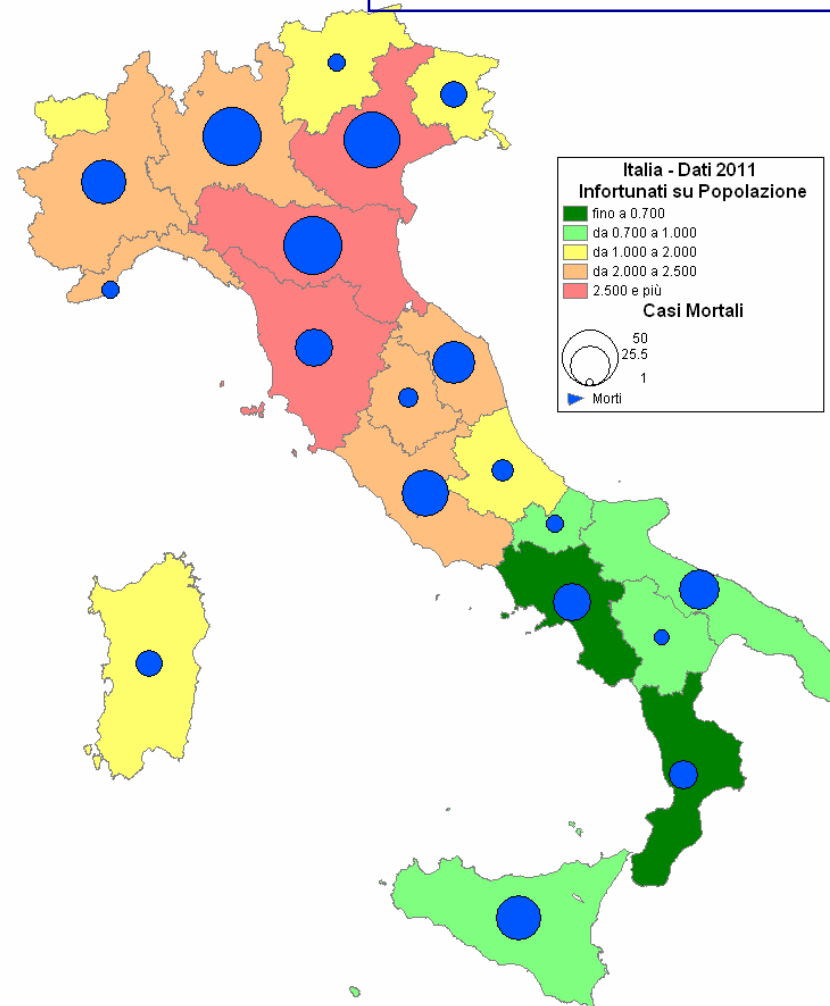


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Road Accident related to work
Number of casualties per Region

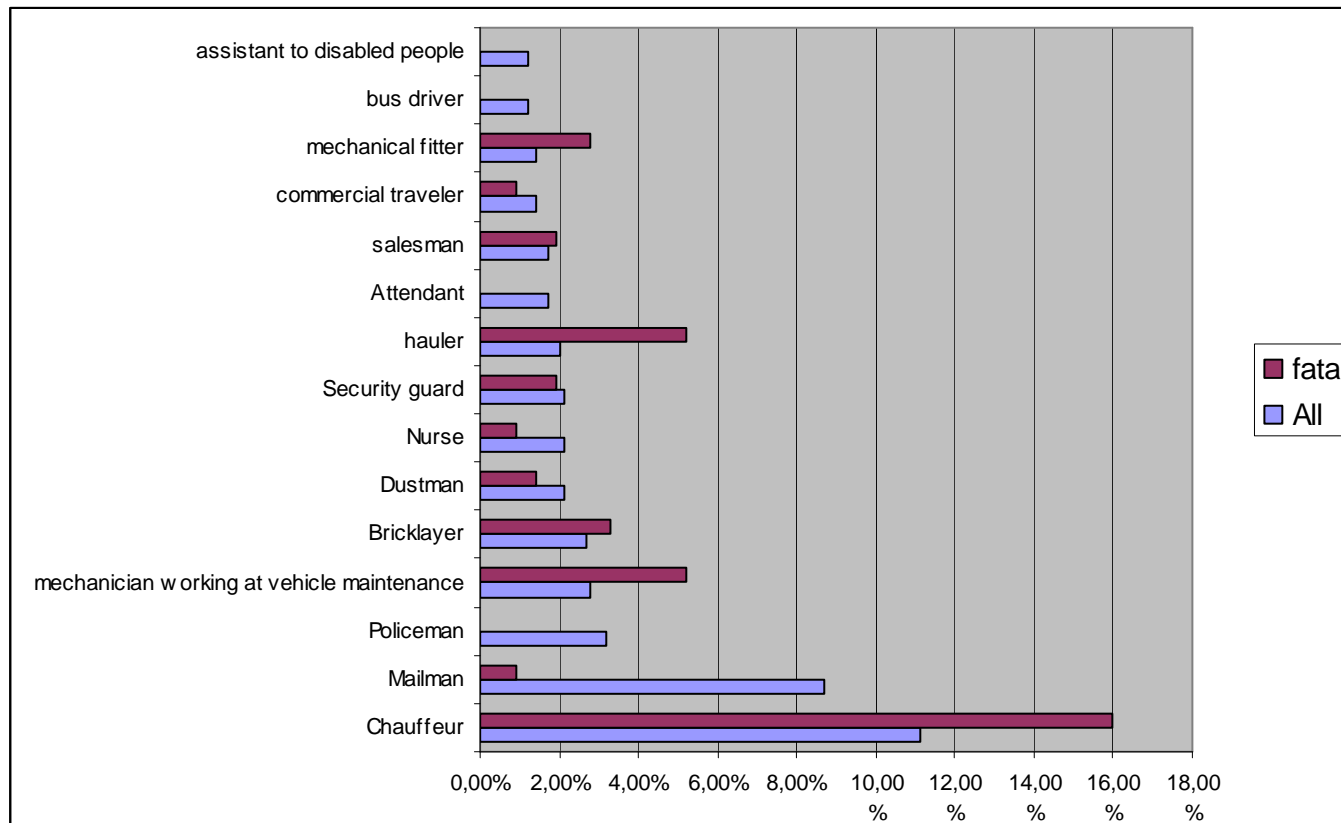


Road Accident related to work
Rate of casualties per Region (N/inhab)

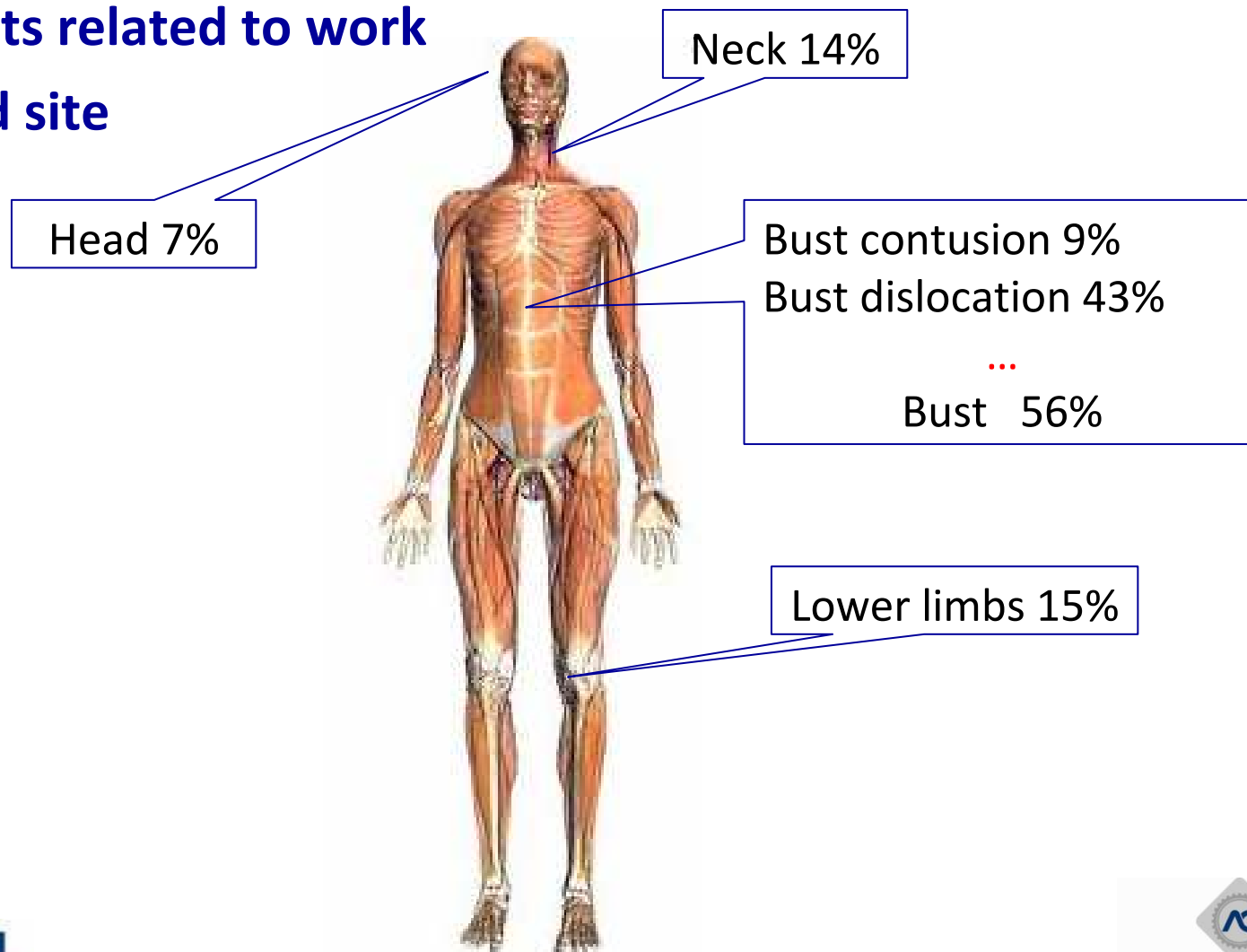


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Profession of people involved in traffic accident related to work

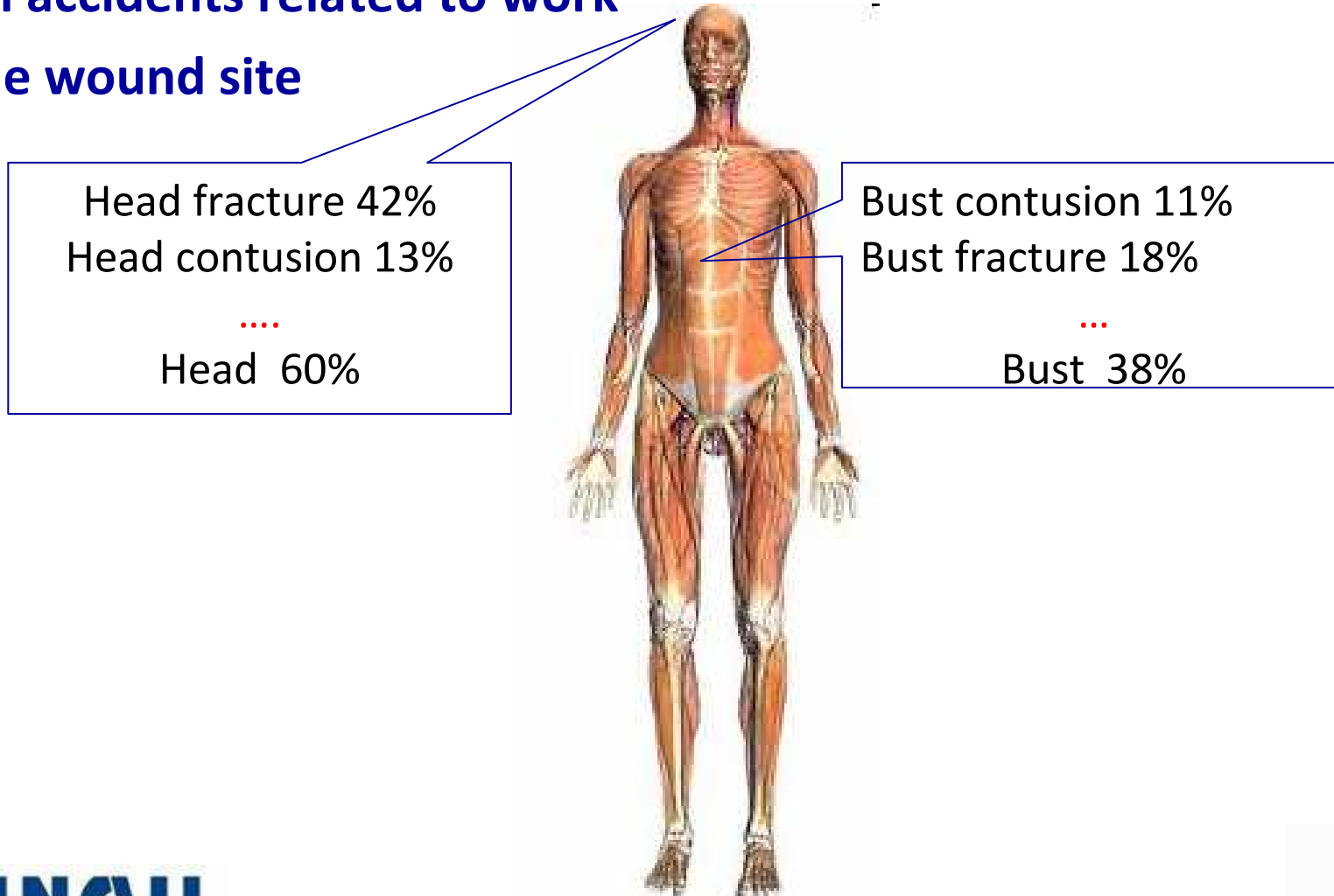


All accidents related to work
The wound site



Fatal accidents related to work

The wound site



The prevention of work-related traffic accidents (Road Safety Laws)

Total ban on drinking alcohol for professional drivers (BAC 0) and the possibility of dismissal: the withdrawal following the assessment of the state of intoxication constitutes just cause for the dismissal of the drivers of vehicles for transport of persons or goods (art. 2119 cc) (Law 120/2010)

Age limit for driving trucks and transport vehicles collective of people (Law 120/2010)

Use of mobile phones while driving: tightening of administrative fine and forecasting, in case of recurrence two years, the penalty of suspension of driving license for one to three months (August 3, 2007 and Bianchi Decree Law)

Speed: Tougher penalties for speed is also doubled if committed by a driver of vehicles for the transport of goods or for the public transport of persons (Decree Bianchi August 3, 2007 and Law 126/2007).

The prevention of work-related traffic accidents (Law on safety at work)

The employer is requested to:

- ✓ Appoint a person in charge of prevention and protection
- ✓ Appoint a competent doctor in the cases provided by law
- ✓ Develop a document containing a report on the assessment of the risks to safety and health at work,
- ✓ Organize within the company the service of prevention and protection

Besides, the law has strengthened the link between the workplace and the local health, and training activities of employers was promoted



The law focuses on prevention, information, control and training of workers

The prevention of work-related traffic accidents (suggestions and recommendations)

Knowledge: how risky is the vehicle and one's behaviour;
safety level of the route in order to have the possibility to choose the safer instead of the faster

Mobility Manager: try to organize systematic trips to and from work place in order to transfer share of private transport in transport craft

Awareness campaigns on road safety, in particular on healthy lifestyles and driving behavior and use systems of active and passive safety.

Training : a system of continuing education with new programs, more attention to safety culture, and innovative tools such as the use of simulators, and safe driving courses for different category of license. Particular attention should be paid to foreign drivers.

The prevention of work-related traffic accidents (suggestions and recommendations)

Procedures: The definition of standardized and certified procedures; INAIL for example, has coordinated a working group (with regional, provincial and local health authorities, ACI, trade unions, managers of the roads) for the implementation of technical and organizational guidelines for the protection of road workers.

The maintenance and inspection of vehicles: the establishment of the company responsible for the maintenance; a maintenance register for each vehicle with all the details of operations carried out; scheduled maintenance for all vehicles

Measures for the comfort of the driver and the limitation of stress: comfort of the cockpit; definition of working hours and flexible shifts in consideration of environmental factors - such as eg. peak hours, night - and personal factors - sex and age -.