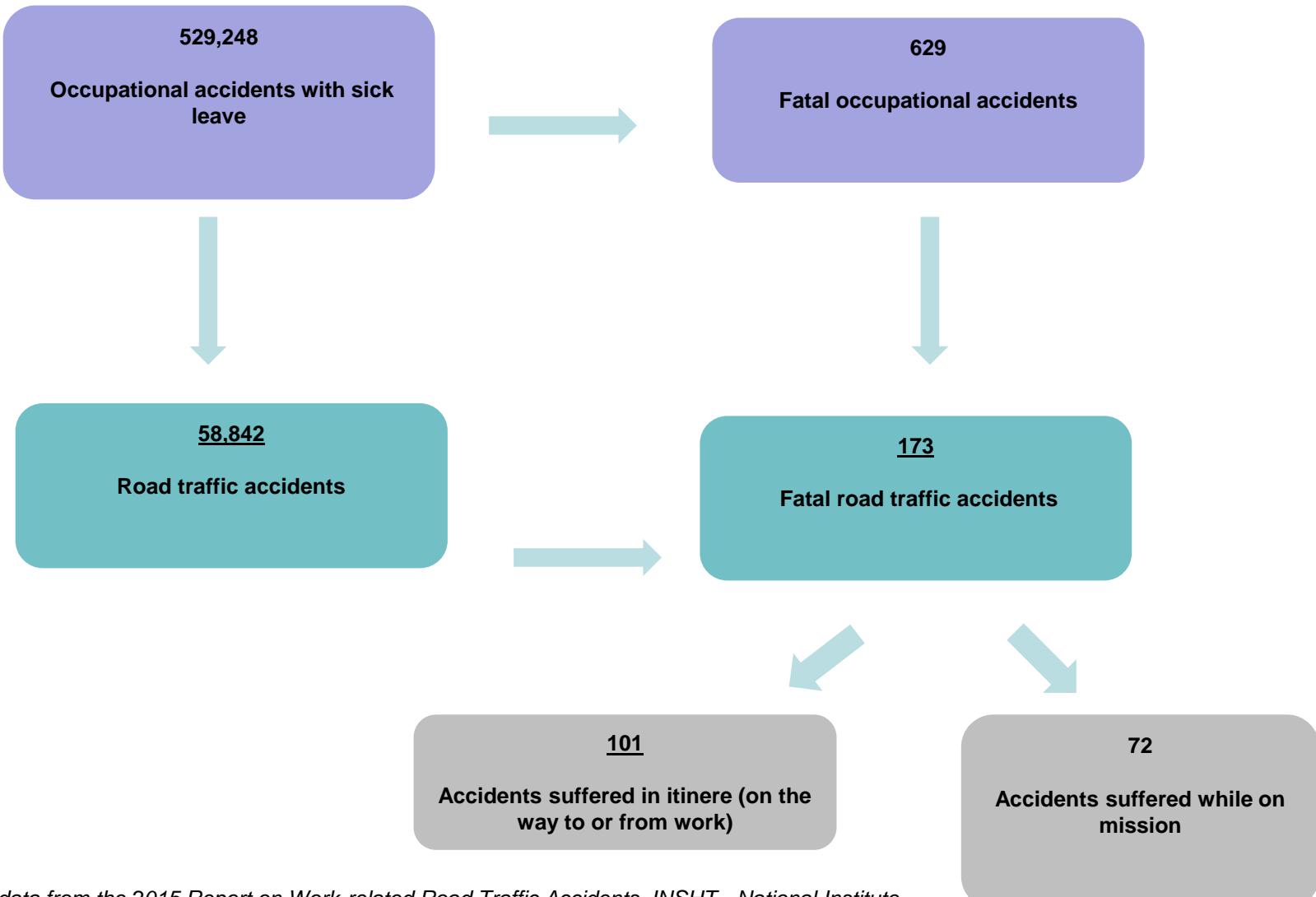


Road safety in companies



Figures on workplace accidents in 2015



Work-related Road Traffic Accidents 2015

In the year 2015 there were 529,248 occupational accidents with sick leave. 11% of them (58,842) were traffic accidents. Of the 629 fatal occupational accidents, 27.5% (173) were traffic accidents.

Work-related traffic accidents are more serious. They represent near 11% of the accidents with sick leave, 12% of the serious accidents and 27.5% of the fatal accidents.

Of the 173 work-related fatal traffic accidents, 101 were suffered “in itinere” and 72 while on mission.

Evolution of work-related traffic accidents in Spain (2005-2015)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Accidentes de trabajo	981.795	1.003.440	1.022.067	895.679	699.577	645.964	581.150	471.223	468.030	491.099	529.248
Accidentes viales laborales	71.854	71.311	87.038	81.840	68.833	65.446	58.938	52.411	52.129	54.416	58.842
Accidentes viales laborales mortales	500	509	470	371	283	264	220	180	181	170	173
Variación con respecto al año anterior		-1,77%	-7,66%	-21,06%	-23,72%	-7,00%	-16,66%	-18%	+0,5%	-6,07%	+1,7%

Human factor: speeding, failure to use safety elements (seat belt, helmet), distractions (GPS, mobile phone, DVD, etc.), excessive or inadequate speed, physical or mental fatigue, drowsy driving, consumption of alcohol and/or drugs.

Vehicle: tyres, brakes, securely fixed load, age, etc.

Roads: design, construction, maintenance and proper signalling.

The conditions of the environment: visibility and lighting, weather conditions, temporary incidents, etc.

Management of the business activity: Route planning, work programming, productivity level required, remuneration policies, communications management, etc.

Companies



- Days of absence from work borne by the company.
- The loss of business caused by the loss of production capacity due to the accident.
- Demotivation of employees involved in an accident.
- Insurance premiums and repairs of the vehicles involved in an accident.

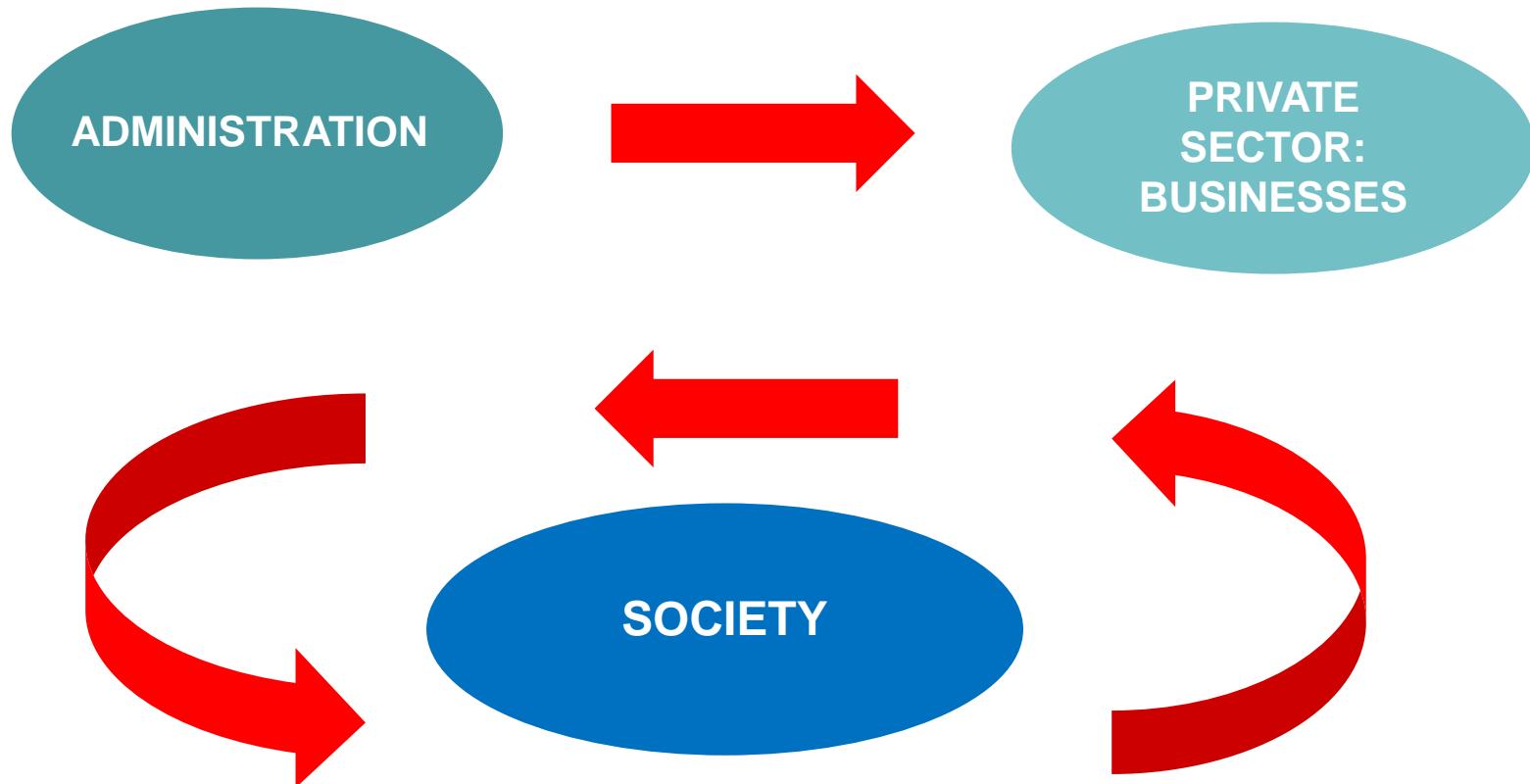
Citizens

- Years of potential life lost as compared with the average national life expectancy.
- The figure for Disability-Adjusted Life Years (DALY) in the world will increase from 34.3 million to 71.2 million (which accounts for 5.1% of the global burden of disease). Source: WHO

Administration



- Emergency vehicles: ambulances, fire brigades, traffic police forces.
- Health resources for the injured person: hospitalization.
- Pensions arising from traffic accidents.
- Damage caused on public roads and to street furniture.
- Costs of congestion.
- Environmental costs because of occasional spills of dangerous substances.



... our usual tools

**Education,
training,
dissemination
and
communication**

Legislation

**Surveillance,
control and
sanctioning
procedure**

Research

**Work-related road safety is included in the Strategy
on Road Safety 2011-2020**



Indicators of the strategic objectives established in the Strategy on Road Safety 2011-2020

Indicators	Baseline figure 2009	2014 figure	2015 figure	Target figure 2020
1. To reduce fatality rate to 37 per million population	59	36	36	Below 37
2. Reduction in the number of seriously injured casualties by 35%	13,923	9,574	9,495	9,050
3. Zero children fatalities without a child restraint system	12	2	5	0
4. 25% fewer drivers aged 18 to 24 killed and seriously injured at weekends	730	360	353	548
5. 10% fewer drivers aged over 64 killed	203	213	200	183
6. 30% reduction in the number of people being killed when hit by a vehicle	459	310	306	321
7. 1 million more cyclists without their death rate going up	1.2	1.6	1.2	1.2
8. Zero car fatalities in urban area	101	71	61	0
9. 20% fewer deaths and serious injuries amongst motorcyclists	3,473	2,870	2,928	2,778
10. 30% fewer fatalities in run-off-road accidents on conventional roads	520	277	285	364
11. 30% fewer fatalities in accidents on the way to or from work)170	99	101	119
12. To lower below 1% the number of exhaled breath positives at preventive random controls. DRUID, cut off point 0.05 mg/l	6.7%	Not available. Biennial study	1.7%	Below 1%
13. Halving the percentage of light vehicles exceeding the speed limit by more than 20 km/h	12.3% (motorways) 6.9% (dual c'ways) 15.8% (conv.90) 16.4% (conv.100)	Not available. Regular study	Not available. Regular study	6.2% (motorways) 3.5% (dual c'ways) 7.9% (conv.90) 8.2% (conv.100)

Lines of action

***“Reduce risks in
work-related
journeys”***

- 8.1. Incorporate a road safety culture in companies**
- 8.2. Improve information on work-related traffic accidents**
- 8.3. Vans**
- 8.4. Commercial goods and passenger transport**

- Law 31/1995 of 8 November on Occupational Risk Prevention.
- Collaboration Agreement between the Ministry of Labour and the Ministry of the Interior for preventing work-related traffic accidents, 1 March 2011.
- ISO 39001:2012, *Road Traffic Safety (RTS) management systems - Requirements with guidance for use*, international standard on a management system for road traffic safety at work.
- Spanish Strategy on Occupational Health and Safety 2015-2020
- Royal Decree 231/2017 of 10 March (repealing previous RD 404/2010).

Implemented actions

1. Encouraging work-related road safety from DGT Headquarters and the Provincial Traffic Departments
2. Website on work-related road safety
<http://www.seguridadviallaboral.org/>
 1. Almost a thousand registered companies and organisations
 2. Over one hundred companies have uploaded their road safety plans
3. Annual conferences and encouragement of fora and meetings on this issue
4. Communication campaigns
5. Specific campaigns aimed at the professional sector
6. Development of health advice guidelines
7. Update of the Model Plan on work-related road safety : ISO 39001 (also our accreditation)

- Direct visits to companies: large and small businesses. More than 1,500 visits
- Reasoning: it is not a cost, it is an investment
- Range of measures contained in the Model Plan on work-related road safety

Launch of the work-related road safety portal www.seguridadviallaboral.es



SVL
Seguridad vial laboral

Cada día se producen 143 accidentes de tráfico laborales

Descubre como más de 60 empresas previenen esos accidentes

Ler más

Registrarse

GOBIERNO DE ESPAÑA

MINISTERIO DEL INTERIOR

DGT
Dirección General
de Tráfico

GOBIERNO DE ESPAÑA

MINISTERIO DE EMPLEO Y SEGURIDAD SOCIAL

INSTITUTO NACIONAL DE SEGURIDAD E HIGIENE EN EL TRABAJO

Starting in 2010, celebration of an annual conference for the exchange
of good practice developed by companies

Seven conferences have been held so far (Madrid, Palma de Mallorca,
Toledo, Zaragoza, Valladolid, Sevilla and Santander)

-Wide participation from institutional entities and companies



Launching communication campaigns and specific control and surveillance campaigns on 'in itinere' accidents



Communication campaigns are presented together with specific control and surveillance campaigns. In addition to the Traffic Division of the Guardia Civil and Regional Police forces, Local Police forces from municipalities joining the campaigns do also take part in them

Specific actions targeting professional transport

Intensive annual campaign for the control and surveillance of trucks and vans



- Trucks registered as of 10 July 2011 must carry outline reflective markings
- It is estimated that implementation of this measure will result in a 30% reduction in the number of accidents in which they are involved

Development of health advice guidelines



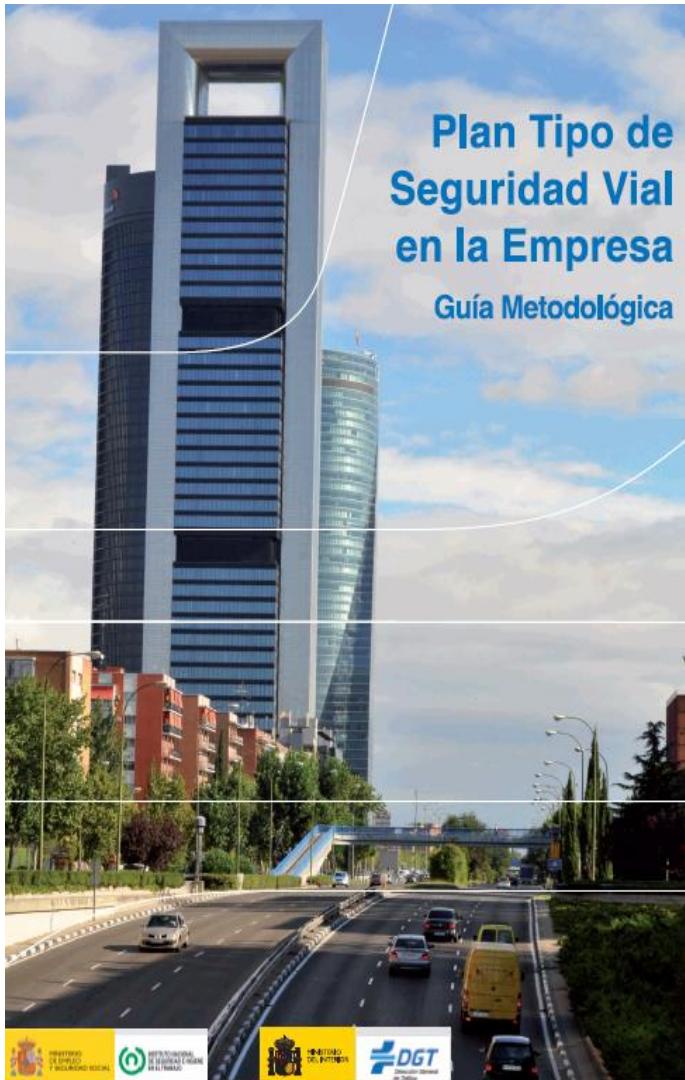
- PRESENTACIÓN
- INSTRUCCIONES DE GUÍA
- ÍNDICE PATOLOGÍAS
- GUÍA SOLO REFERENCIAS NORMATIVAS Y CONSEJOS PARA EL PACIENTE

Guía de consejo sanitario en **SEGURIDAD VIAL LABORAL**

IGTA
Observatorio Nacional de Seguridad Vial (DGT)
José de Velázquez, 44
28001 MADRID

DIGIT
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NºP0: 123-08-1787





Review and update of the Model Plan on work-related road safety

The Model Plan on work-related road safety, drafted by DGT and INSHT in 2011, has constituted the benchmark and methodological guide for companies to develop their own plans.

The different regulatory and social changes which have occurred since then make it necessary to update and adjust its contents to the new reality.

The draft of the plan will be presented at the next meeting of the Higher Council for Road Traffic, Road Safety and Sustainable Mobility working group (GT-68).

Compliance of the Plan, on the themes necessary, with international standard ISO 39001

Development phases of the Plan (its structure is maintained)



Fase Preliminar

- Paso 1: Implicar a la dirección y agentes participantes
- Paso 2: Asignar a los responsables del plan
- Paso 3: Movilizar a la organización



Etapa 1. Diagnóstico

- Paso 1: Identificar las principales características
- Paso 2: Analizar la movilidad
- Paso 3: Analizar los accidentes
- Paso 4: Analizar las condiciones reales de la conducción
- Paso 5: Analizar la gestión de los desplazamientos



Etapa 2. Evaluación de riesgos

- Paso 1: Asignar el nivel de exposición al riesgo
- Paso 2: Seleccionar colectivos prioritarios



Etapa 3. Elaboración del plan

- Paso 1: Definir los objetivos a alcanzar
- Paso 2: Seleccionar acciones
- Paso 3: Buscar sinergias y apoyos



Etapa 4. Implantación del plan

- Paso 1: Planificar las actividades a desarrollar
- Paso 2: Comunicación inicial a la organización
- Paso 3: Adecuación, en su caso, de instalaciones y equipos
- Paso 4: Establecimiento de procesos para la gestión
- Paso 5: Adaptación de la organización a los cambios



Etapa 5. Seguimiento y evaluación

- Paso 1: Definir los indicadores del plan de seguridad vial
- Paso 2: Obtener el valor de los indicadores
- Paso 3: Analizar y evaluar el resultado de los indicadores
- Paso 4: En su caso, establecer medidas correctivas o revisar las ya adoptadas

Possible actions to be implemented

Actions aimed at influencing the human factor / driver from training

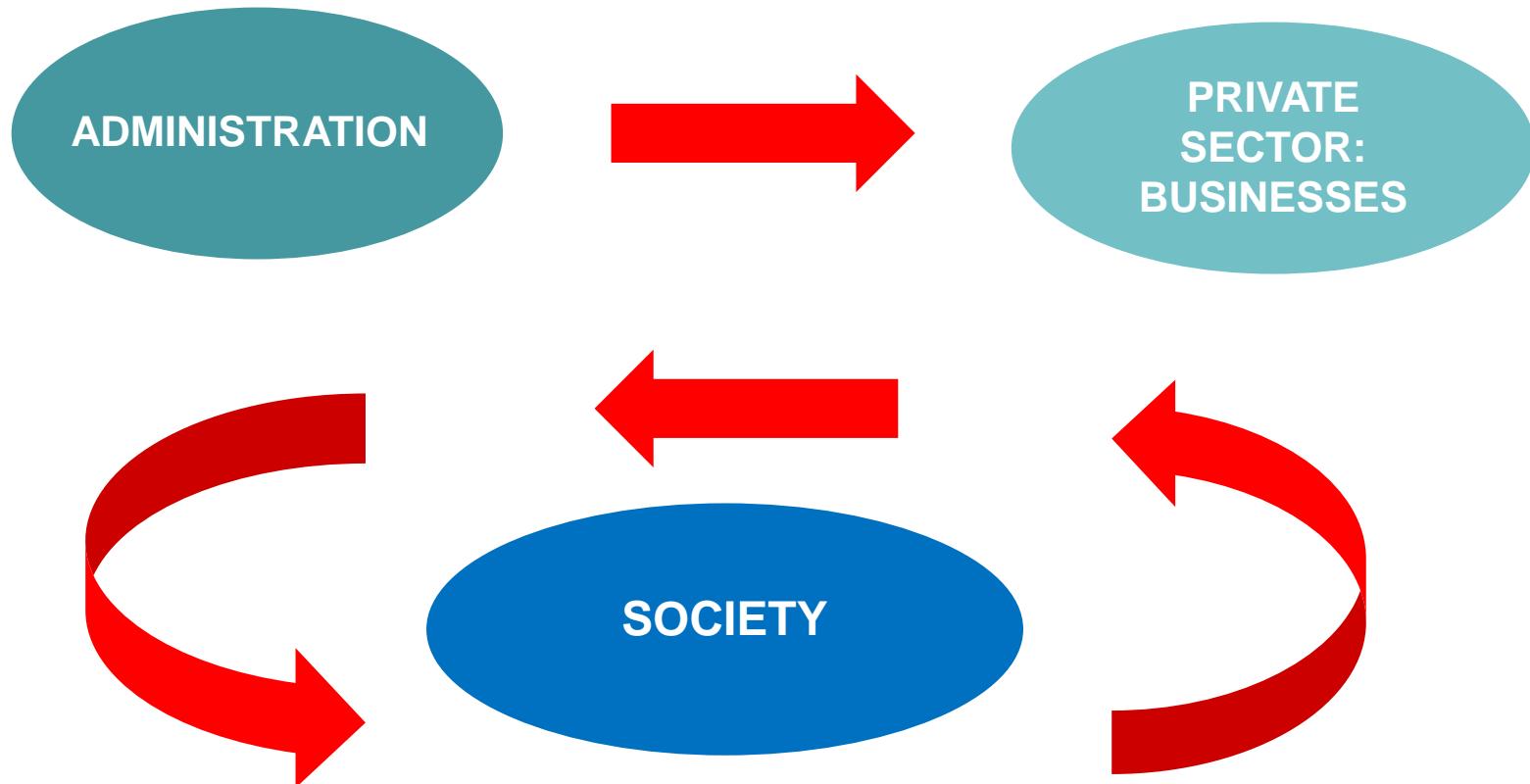
Actions aimed at influencing the human factor / driver through awareness-raising

Actions aimed at improving vehicle safety

Actions aimed at the safe management of traffic and travel

Actions aimed at influencing the road and its environment

Actions on communications management



CONCLUSIONS

- To combat workplace accidents as well as traffic accidents calls for joint measures and efforts
- It is essential to promote the active participation of companies
- Public Administrations should encourage this task by addressing the obstacles
- It is crucial to reach out to micro and small- and medium-sized enterprises
- ***Low investment can produce great results***

Thank you for your
attention

