

Summary

The work program "Driving and transporting safely" was created to achieve the GDA objective "Reduction of the severity and incidence of musculoskeletal disorders under particular consideration of the reduction of psychosocial risks and the promotion of a systematic and holistic approach towards OSH in the enterprises". The program was part of the GDA activities in the field of logistics, transport and traffic and was implemented in the period from 1 February 2010 to 31 December 2012.

As part of the work program, OSH experts of the accident insurance institutions and supervisory agencies used standardised, modular and thematically structured interview guidelines for their advisory and monitoring activities.

A total of 120,000 interview guidelines were used in approximately 60,000 visits in enterprises by the supervisory staff of the accident insurance institutions and the occupational safety and health authorities of the Länder. These visits served on one hand to inspect enterprises, but on the other hand they were paired with an offer of intensive consultation.

Numerous occupational safety deficits were directly addressed by the supervisory staff and thus reduced safety risks in the field of transportation. On average, this was the case in just over 6 % of the issues covered in the enterprises.

The interview guidelines had a dual function. They were a survey tool for the supervisory staff and at the same time communication tool for enterprises and external OSH experts. Many enterprises used the interview guidelines irrespective of an inspection by the supervisory staff, e. g. to be prepared for such a visit.

This resulted from the fact that it could be made plausible that due to the concerted action of almost all institutions in the context of the GDA there was a high probability that an enterprise would indeed be reviewed in the context of the work program. The interview guidelines were openly available and their autonomous use was promoted. The activities of the work program were therefore reinforced by independent activities at company level.

By the intervention of the GDA stakeholders (Federal Government, Occupational Safety and Health Administrations of the Länder, Accident Insurance Institutions) as well as the independent use of the interview guidelines by the enterprises, accident rates in the transportation sector could be reduced. The number of accidents in the sectors of the work program was reduced faster compared to the general reduction in the accident rate. For example, the accident rate in the use of cranes and slinging was reduced twice as fast as the overall accident rate. The reduction in the accident rate was a key objective of the work program.

The improvement of the risk assessment was a further objective. The implementation of the risk assessment is, according to the assessment by the supervisory staff, predominantly well done. 64 % of very small enterprises with up to 10 employees had an appropriate risk assessment in place. In 21 % of the enterprises the risk assessment was done, but not adequate, in 15 % a risk assessment was not done at

all. For large enterprises (over 200 employees) only in 1 % of the enterprises the risk assessment was missing, in 88 % an appropriate risk assessment was available, in 11 % the risk assessment was done, but not adequate.

The effect of the intervention by the supervisory staff can be quantified in enterprises where a second survey was done. In these enterprises 2/3 of the deficits determined in the first round had been eliminated. The improvement of the risk assessment made however significantly less progress. Only in 31 % of the enterprises that did not have a risk assessment in place at the first visit, an improvement had been achieved. The remaining 69 % of these enterprises had not yet done a risk assessment. An adequate risk assessment was achieved only by about 21 % of these enterprises.

Very small enterprises with up to 10 employees require greater attention of the GDA-stakeholders. Here, the deficit rate is more than 1.5 times higher than for large enterprises (over 500 employees). Among the enterprises with 10 to 500 employees, the deficit rate differs only little and is about 30 % higher than in large enterprises.

Enterprises with works councils have significantly less deficits in occupational safety. Thus, in small enterprises with up to 10 employees without works councils, the deficit rate is 50 % higher than in same-sized enterprises with works councils.

Enterprises without technical safety support have a more than 2.5 times higher deficit rate as enterprises with technical safety support in place. In enterprises with alternative support (Unternehmermodell) the deficiency rate is - depending on the size of the enterprise - about 1.6 times the deficit rate of enterprises with supervision by a safety expert. For enterprises without any safety assistance, the rate of missing risk assessments is 5 times higher than in enterprises with safety assistance.

The health and safety organisation of the visited enterprises is considered mostly positive by the supervisory staff. 73 % of the enterprises have a health and safety organisation that is adequate, in 21 % of the enterprises it is partially adequate, in 6 % it is inadequate. Enterprises with inadequate health and safety organisation have a three times higher deficit rate as enterprises with an adequate organisation.

In enterprises without risk assessment the rate of occupational safety and health deficits increases to approximately three times the rate in enterprises with an adequate risk assessment.