

Summary

Reducing the frequency and severity of musculoskeletal stress and diseases (MSD), including mental strain and promotion of systematic perception of occupational safety in the company was the target of the GDA transport work program. By improving the safety and health at unilaterally stressful and sedentary activities in passenger transport as well as a culture of prevention and individual health literacy of employees in public transport, this objective should be pursued. In the 209 company visits conducted by the labor protection actors were both an inventory and on this base an expert consultation with where potential was recognized. Regarding the fulfillment of the legal requirements for occupational health and safety organization was established that deficits are still there. This means on one hand, the presence and quality of the risk assessment. On the other hand deficiencies in the occupational health and safety care could be identified and corrected. Also a number of companies did not comply with the obligation to set up a health and safety committee. A relatively high quota of companies had installed a management system which takes into account or includes health and safety. However, even if there were fundamental deficits in occupational health and safety organization, this did not necessarily lead to non-implementation of measures to promote health or secondary measures. These two components seem to be independent of each other.

During multiple data collection, a rather heterogeneous picture emerged. In almost all transport companies, drivers can influence their working hours. However, the extent of the influence is a broad spectrum. It ranges from the exchange of single shifts to individual service schedules. Full preference profile Systems (times of day services, distribution calendar year, etc.) are rather rare. The issue of mental strain is also a current topic among the companies, which means that over half of the companies are active in this field.

About half of the companies are active in workplace health promotion. Development of these measures has also a broad spectrum that ranges from the monthly supply of fruit to intense training and job-related training activities. A leading part in supporting is acted by the health insurance companies. The accident insurance institutions only play a minor role. The need for Measures to improve acceptance as well as optimization and coordination of the opportunities was evident in the interviews on the spot. A number of companies are planning more activities in this area.

This is to see made difficult by the fact, that drivers are not available in fixed locations for individual measures and also their motivation to exercise after closing time, partially also due to long shift hours . Corresponding disappointment on the corporate side has led in part to cease existing offers.

Positively it should be stated, that companies adopt a number of measures that go beyond minimum level prescribed by law. In the discussions the first subjective impression of a rather high culture of prevention in the transport companies could be consolidated by the data analysis. This also applies to the health literacy of employees, which is reflected by expert opinion, related on to all companies beyond average. The measures suggested in the consultations to improve the culture of prevention and health literacy of employees will show results only long term, beyond

the term of the GDA program. Therefore, a second survey in proper sense was set aside. As compensation the GDA transport work program was completed with a workshop for executives, which was embedded in a Health Day. The results of the workshop and a survey of the participants supplied additional information, which can complement the GDA data collection.