

# **ROAD SAFETY AT WORK: THE PRAISE PROJECT**

**Reducing road risk at work through  
procurement**

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# THE PRAISE PROJECT

- ➔ ETSC's dedicated project on work-related road safety since 2009



Dräger Foundation



Fundación  
**MAPFRE**

***PREVENTING  
ROAD  
ACCIDENTS AND  
INJURIES FOR  
THE  
SAFETY OF  
EMPLOYEES***

# The PRAISE Project: Aims

- Advance knowledge on the need for work-related road safety management
- Provide employers with the know-how to do this
- Raise work-related road safety standards of the EU and Member States
- Promote the inclusion of driving:
  - at work
  - for work and
  - to/from work



# Benefits of Work Related Road Safety Management



# Procurement & the supply chain

- What is link between procurement and road safety?
- Why should we integrate road safety into supply chain procurement?
- Good practice examples / Case Studies
- EU, National and Employer level recommendations.



# Procurement in Europe

- Government = approx. 50% of GDP in member states
- Each year European public authorities spend the equivalent of **16%** of EU GDP on procurement

Why are contractors used?

- Cost savings (47%)
- Improved service (43%)
- 'Focus' on core business (30%)
- 'Acquire greater flexibility'

# Which sectors?

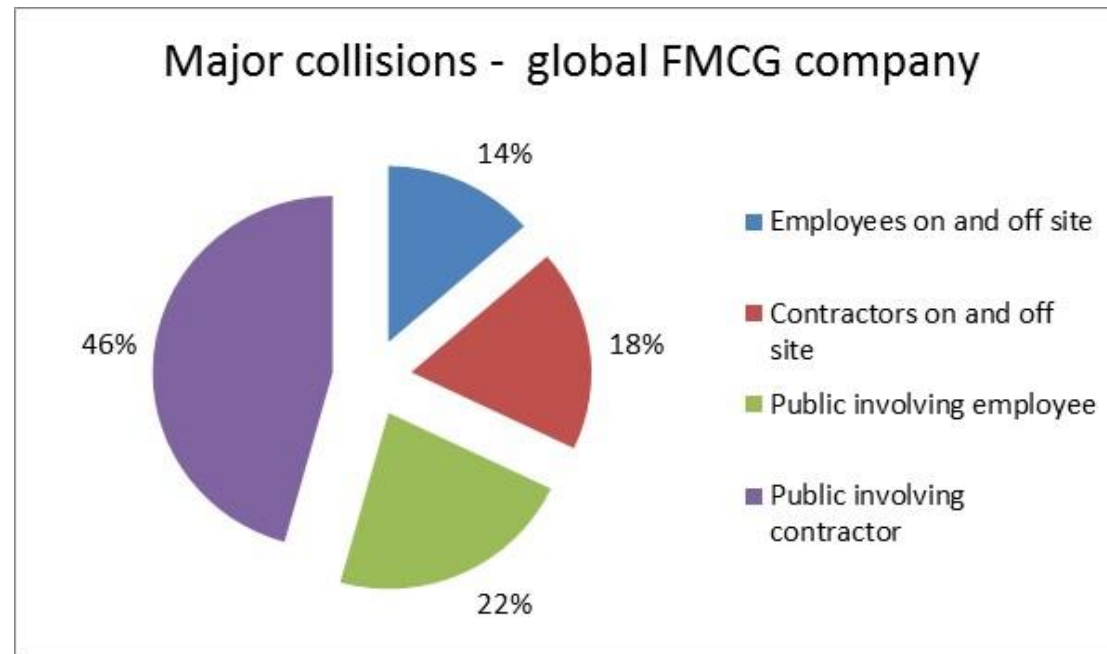
- Transport
- Construction
- Food Production



**Ideal:** Inclusion of work-related road safety (WRRS) in OSH policy begins at the pre-contract stage with a thorough assessment of competence in the selection process

# The risk of outsourcing

- Outsourcing has contributed to a reduction of employment in large companies and a corresponding growth in SMEs
- SMEs may have fewer resources to dedicate to OHS and risk management



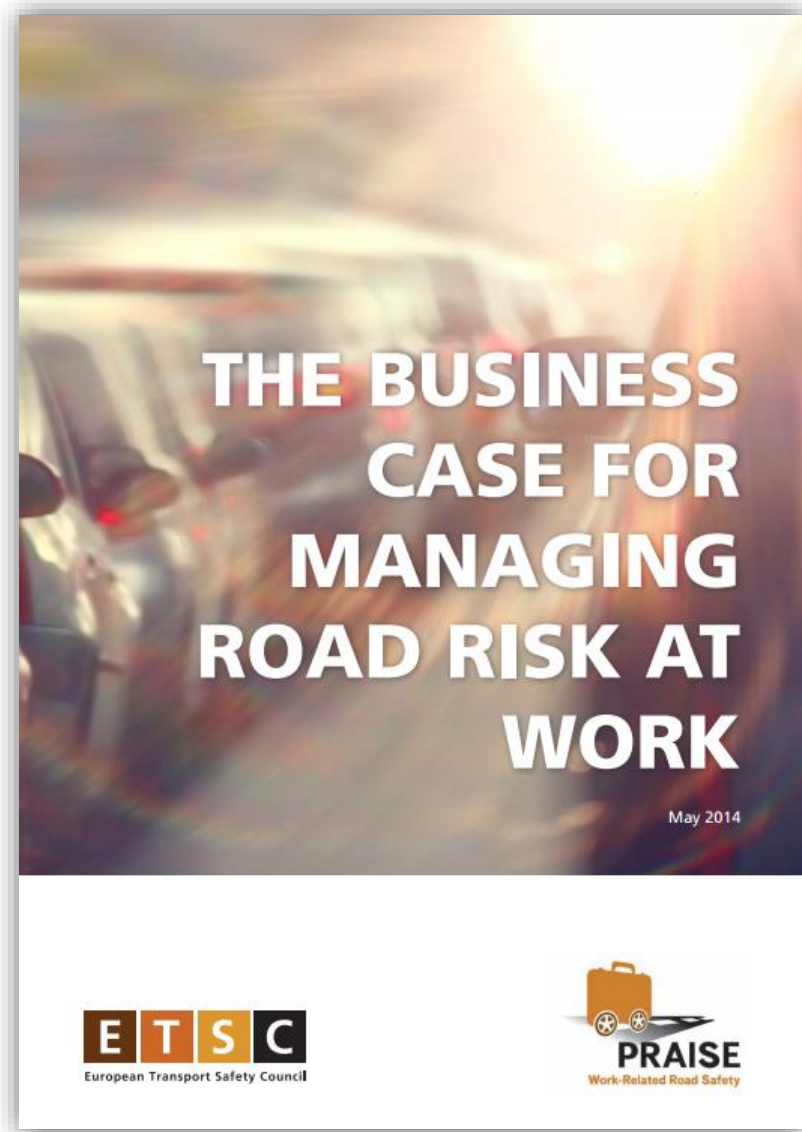


# The purchaser decides

Services can be subcontracted but “responsibility” cannot be outsourced.

Important to understand the business case to include OHS/WRRS in procurement.

# Business case



- Ethical
- Legal
- €£\$ – direct & indirect costs
- CSR/Reputation
  
- WRRS provides many potential benefits for procurement

# Procurement and WRRS

- Procurement directives
- EU-OSHA Promoting OSH through the Supply Chain
- Chain of responsibility
- Vehicle purchasing
- Certification
- Building road safety into contract terms
- Frameworks/Standards

# Procurement EU legal framework

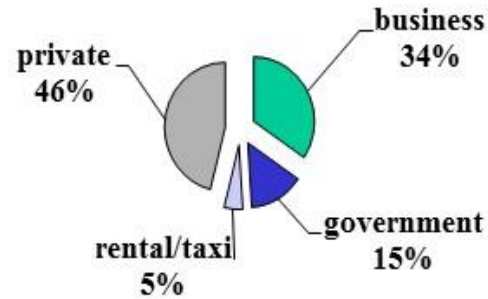
- Revision of Directives  
2014/24/EU and 2014/25/EU
- New - Social considerations to be included in technical specifications, selection criteria, award criteria, and contract performance conditions
- WRRS not included



# EU Framework on OSH & Procurement

- Duty of care, occupational safety and health and road safety compliance are legal necessities in all EU MSs (Directive 89/391).
- Should include a risk assessment according to the principles of prevention including employees travelling for work.
- Cooperation between client and contractor is needed.
- EU OSHA recommends joint risk assessments by client and contractor.

# Vehicle purchasing I



- Government purchases or influences significant % of vehicles
- Fleet vehicles enter the general vehicle population within 5 years
- Excellent PRAISE report on vehicle safety

# Swedish Transport Administration



## Cars rented for less than 6 months:

- Crashworthiness awarded five stars by Euro NCAP;
- Seat Belt Reminder (SBR) in front seats that meet Euro NCAP requirements;
- Electronic Stability Control (ESC) system;

## Additional requirements for more than 6 months:

- Alcohol ignition interlock
- Intelligent Speed Assistance (ISA) system

# Driver Safety Requirements II

- The training and recruitment of drivers should also be integrated in the procurement decision.
- This is particularly relevant for cases where the service supplied consists largely of driving activities.
- Risk Assessment, in line with the 89/391 should determine which additional training is needed.
- If in an area with many vulnerable road users – in which case specific training might be needed.



# Journey Management III



- The organisation employed to undertake a contract should manage drivers' journeys and plan the route in advance for deliveries and other driving operations.
- The planning and management of journeys plays a central part in influencing work-related road risk.
- Journey planning also brings about efficiency savings which support the business case.

# E X A M P L E

1 Work environment	2 Traffic safety	3 Environment
<b>1.1 Work Pressure</b>	<b>2.1 Speed</b>	<b>3.1 Air pollution</b>
Time planning of driving and rest	Traffic Safety Policy	Environment policy and record
Time control of driving and rest	Control of speed	Fuel mileage, goals, plan of action
Corporate health care and planning	Action program and support functions	Vehicles (stowing, environmental adaption)
<b>1.2 Ergonomics</b>	<b>2.2 Safe vehicles</b>	<b>3.2 More Effective Fuel Use</b>
Injury prevention measures	Safe equipment	Tutoring
Active prevention	Use and supervision	Tutoring, information and follow-up
Loading and unloading goods	Support systems and safety equipment	Support systems for lower fuel consumption
<b>1.3 Systematic Work Environment Management</b>	<b>2.3 Alcohol and Drugs</b>	<b>3.3 Detrimental Emissions</b>
Preliminary efforts on work environment and policy	Policy on alcohol and drugs	Maintenance plan and list of chemicals
Documented, systematic work on work environment	Alcohol and drug testing	Product choice and service agreements
Continuous improvement of work environment	Support systems, alco-locks	Cleaning and maintaining vehicles

# Recommendations to Procurement Managers I

- Recognise legal compliance and economic benefits of integrating WRRS.
- Develop structures to conduct joint risk assessment.
- Set up certification schemes for contractors.
- Apply work related road safety requirements to own fleet.



# Recommendations to Procurement Managers II

- Outsourcing should be based on a strong relationship between client and (sub-) contractors.
- Procurers should select 'safe contractors'.
- All should combine efforts in order to find the best solutions to ensure an adequate performance and safety of outsourced tasks.

# Recommendations to EU Member States

- Develop additional non-regulatory guidance for OSH and road Safety in procurement.
- Encourage co-ordination between occupational health and safety, road safety, national procurement authorities.
- Increase efforts to stimulate procurement which includes road safety requirements.



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