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in the road transport sector:
An overview

National Report: Spain

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at Work

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1 Source description

1.1 Statistical sources

Title	European Union Labour Force Survey
Acronym	LFS
Institution	Eurostat, Statistical Office of the European Communities
Country	EU
Periodicity	1983 onwards
Type	Household Survey
URL	Figures available on: epp.eurostat.ec.europa.eu/ The European Union labour force survey Methods and definitions – 2001 http://www.mmo.gr/pdf/library/Data issues/KS_BF_03_002__N_EN.pdf
Coverage	<p>GEOGRAPHICAL COVERAGE</p> <p>The EU-LFS covers all the territories of the Member States of the European Union, the EFTA countries, as well as Bulgaria and Romania. In case of Cyprus, however, the data only refer to the territory under the control of the Government of the Republic of Cyprus.</p> <p>INDUSTRIAL AND OCCUPATIONAL COVERAGE</p> <p>The EU-LFS covers all industries and occupations.</p> <p>POPULATION COVERAGE</p> <p>The EU-LFS covers the total population usually residing in Member States, except persons living in collective or institutional households. While demographic data are gathered for all age groups, questions relating to labour market status are restricted to persons in the age group 15 years or older except for Spain, the United Kingdom and Iceland where this age limit is 16 years. In Denmark, Estonia, Latvia, Hungary, Finland, Sweden, Iceland and Norway questions on the labour market characteristics are also restricted to those younger than 75 years of age. In the EFTA countries, Iceland, Norway and Switzerland, population data are not provided for the age-groups outside the scope of labour market questions.</p> <p>TOPICAL COVERAGE</p> <p>The EU-LFS is organised in thirteen modules, covering demographic background, labour status, employment characteristics of the main job, hours worked, employment characteristics of the second job, time-related underemployment, search for employment, education and training, previous work experience of persons not in employment, situation one year before the survey, main labour status, income and technical items relating to the interview.</p>
Content	<p>The European Union Labour Force Survey (EU-LFS) provides population estimates for the main labour market characteristics, such as employment, unemployment, inactivity, hours of work, occupation, economic activity and much else as well as important socio-demographic characteristics, such as sex, age, education, households and regions of residence.</p> <p>The division of the population into employed persons, unemployed persons and inactive persons follows the ILO definition. Other concepts also follow broadly the recommendations of ILO.</p>

Title	Encuesta Nacional de Condiciones de Trabajo (National Survey of working conditions)
Acronym	ENCT
Institution	Instituto Nacional de Seguridad e Higiene en el Trabajo
Country	SPAIN
Periodicity	VARIABLE 2 – 4 YEARS. First edition 1987 – fifth and last edition published 2003
Type	Survey (employers and employees)
URL	http://www.mtas.es/insht/sst/statistics/enct_5.htm
Demographic group	The country is covered almost completely. The agriculture and mining enterprises are excluded. The companies with less than two workers and self-employed are excluded too and also the enterprises sited in the cities of Ceuta and Melilla.
Objectives	The main aim of this Survey is to analyse the world of work from the point of view of the prevention of risk accidents. The information gathered should help to take decisions that could improve security and health conditions at company level. The enterprise questionnaire is focused on collecting the data concerning to the staff, management and OSH preventing actions, training and technological innovation. The workers questionnaire is focused mainly on gathering information about the employment and working conditions, OSH preventing actions and training, and to identify those health effects due to the working conditions, and also to characterize personal variables in order to make qualitative analysis.
Description	Face-to face interviews in enterprises, in the last Survey more than 3,400 interviews to the persons in charge of the company and 3,702 interviews to employees were performed
Content	This survey describes a broad range of questions in the field of working conditions.

Title	Estadísticas de accidentes de trabajo
Institution	Ministerio de Trabajo y Asuntos Sociales
Country	SPAIN
Periodicity	1 per year – non detailed information every month
Type	Register
URL	http://www.mtas.es/estadisticas/
Demographic group	The data is referred to all workers affiliated to the national system of social security with full insurance (economic and sanitary) for accidents at work. The media of workers covered in this system for 2004 is approx. 14.00.000 and all the country is covered. The exclusions are: <ul style="list-style-type: none"> - Self-workers (approx 2,5 millions), although since 2004 they have also the chance to join the system. - Civil servants (approx 700.000)
Objectives	Also provide information about the “form” in which the accident has been produced (note: it is not the cause of the accident) and also the “agent” that has caused the damage to the worker, both of them in a codify way. So in an indirect way, they provide information of safety situations, chemical handling, heavy loads, physical violence at work....
Description	Register
Content	Gender, age, type of contract, experience in that work, occupation, branch of activity of the enterprise, number of workers, where the accident happened (usual working centre, commuting... Or in other working centre), when (hour of the day and working hour), how description of the type of work, deviation.

Title	Estadísticas de accidentes de trabajo
	(Eurostat codes) and agents, part of the body, type of harm, apart from others that identified the worker and the enterprise and also, some economic details. Each information is codified.

Title	Estadísticas de enfermedades profesionales
Institution	Ministerio de Trabajo y Asuntos Sociales
Country	SPAIN
Periodicity	1 per year – non detailed information every month
Type	Register
URL	http://www.mtas.es/estadisticas/
Demographic group	The data is referred to all workers affiliated to the national system of social security with full insurance (economic and sanitary) for accidents at work. The media of workers covered in this system for 2004 is approx. 14.00.000 and all the country is covered. The exclusions are: <ul style="list-style-type: none"> - Self-employed workers (approx 2.5 millions), although since 2004 they have also the chance to join the system. - Civil servants (approx 700.000)
Objectives	Register of the new occupational diseases
Description	Register
Content	The information occupational diseases is: Gender, age, occupation, experience in that work, tasks performed at the time of being diagnosed, previous works, branch of activity of the enterprise, number of workers, working hours, diagnose of the occupational disease, description of the tasks that might have caused the disease, number of month that the worker has been exposed to the risk, and agent causing the harm, part of the body, type of harm, apart from others that identified the worker and the enterprise and also, some economic details. Only occupation, branch of activity and type of occupational disease are codified.

1.2 Analytical sources

Title	Health and working conditions in the road transport
Editor	Instituto de Salud Carlos III (Mtro. Sanidad y consumo) and Mtro. Fomento
Country	Spain
Time	2005-2006
URL	http://www.fomento.es/MFOM/LANG_CASTELLANO/DIRECCIONES_GENERALES/TRANSPORTE_POR_CARRETERA/Documentos/_DOCUMENTOS/Encuesta_salud-pdf.htm
Summary	Survey to drivers of trucks with journeys over 200 km. (1.129 interviews) concerning different aspects about their working conditions, employment, enterprise characteristics, and health problems.
Information regarding transport workers	It is focused on drivers of heavy trucks on national/international transporting goods (not passengers), all the information is regarding this workers.

2 Summary

According to the LFS, the transport sector in Spain employed over 600,000 people in 2006, 3.2% of the working population. Since 1995 this percentage has been slowly decreasing.

The typical profile of a transport worker in Spain is male aged between 25 and 49, working in land transport for a small size enterprise (1-49 employees) under a full-time contract. The number of migrant workers in the sector is still small (less than 38,000) but it has recently increased.

Regarding their working conditions, transport workers report a higher than average exposure to vibrations, painful postures, noise, inhalation of vapours and fumes, handling dangerous substances. Exposure to moving/carrying heavy loads and to over-exertion in transport is similar to the Spanish average.

Transport workers receive similar training than the average, although they receive less training aimed at improving or updating their knowledge on occupational safety and health.

Most of the Spanish working population - and so do transport workers - point out a normal amount of work and enough time to do it, but transport workers report a lower than average degree of autonomy at work: 35.6% can never decide on the order of the tasks (19.3% Spanish average) or their work method: 43% in transport vs. 29.4% in the national average. Lower differences are seen on the pace of work, as 34.8% of transport workers can never decide on their pace of work as opposed to 25.2% for the Spanish average. The impossibility of making breaks is higher for transport workers than for the overall working population in Spain: 18% and 10%, respectively.

Transport workers consider their work slightly more repetitive -for more than half of their working day- than the total Spanish working population: 32.6% and 29.5%, respectively.

The majority of transport workers work between 36-40 hours, in higher percentage than the Spanish average (66.2% vs. 59.6%). There is a small variation on the flexibility of the schedule as transport workers have slightly better chances to accommodate or choose their work schedule: 27.6% vs. 23.5% for the whole working population. Transport workers report a higher than average share of shift work.

The incidence rate of non-fatal accidents is higher than the national average in all transport branches. Land transport has seen a reduction in the past years while air transport and transport over water, due to lower employment figures, have more fluctuations. The incidence rate of fatal accidents in transport is three times higher than the national average, although it has been decreasing in the past years.

The most common type of accident in all three transport subsectors -around one third-, is due to physical stress on the muscular system, the highest share corresponding to air transport, with almost 50%. Fatal accidents are mostly due to collisions, followed by heart attacks.

Occupational diseases with and without work absence are almost completely reported by "Other kind of land transport", which is mainly road transport. Between 2000 and 2005 there were 1,631 cases overall, the numbers having increased steadily from 155 new cases in 2000 to 321 cases in 2005. Musculoskeletal disorders are 90% of all occupational diseases and its number has doubled in the past five years.

3 Statistical and analytical data collection on Transport

The transport sector in this template refers to the following NACE codes.

NACE 60: Land transport; transport via pipelines

601 Rail transport

602 Road transport

6021 + 6022 + 6023 = Transport of persons

6024 = Freight transport by road

603 Transport through pipes

NACE 61: Transport over water

611 Transport overseas

612 Inland navigation

NACE 62: Air transport

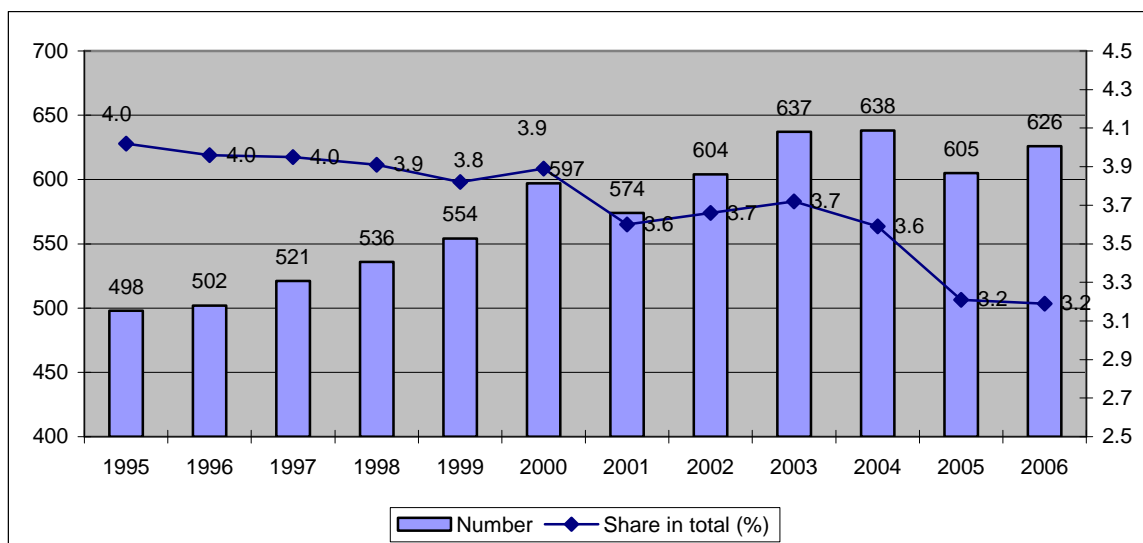
3.1 Contextual features

3.1.1 General prevalence – Employment

- In 2006, about 626,000 Spanish workers were employed in the transport sector. Employment figures in the sector have increased since 1995.
- The share of transport within the whole economy accounted for about 3.2%.
- Land transport is the sub sector with the highest number of workers. In 2006, about 90% of workers in transport were employed in land transport; about 8% were employed in air transport and only 2% in transport over water.
- The number of employees in the different sub sectors fluctuated little over the last 10 years. While employment in land transport and air transport increased since 1995, the number of workers in transport over water decreased.

In 2006, about 626,000 Spanish workers were employed in the transport sector. The share of transport within the whole economy accounted for about 3.2%. The number of workers employed in the sector has increased over the past 10 years: between 1995 and 2006 the number of workers rose by over 128,000 people. However, the growth in the period under consideration has been smaller than that of the total working population and, hence, the share of transport within the whole economy has decreased over the last 10 years, from 4% to 3.2%.

Figure 1: Employment in transport (60+61+62) and percentage share in total in Spain, 15-64 years, 1995-2006.



Source: LFS

LFS data makes it possible to break down the information into the three transport subsectors: land transport (NACE 60) that includes rail and road transport (of both people and goods), transport over water (NACE 61) that includes inland navigation and overseas transportation, and air transport (NACE 62).

Land transport is, by far, the subsector with the highest number of workers. In 2006, 560,000 of the total 626,000 workers in transport worked within the land transport subsector. About 51,000 were employed in air transport and about 15,000 in transport over water. The table below shows that about 90% of the workers of the transport sector were employed in the land transport, about 8% were employed in the air transport and only 2% in the transport over water.

The number of employees in the different sub sectors fluctuated little over the last 10 years. The figure below shows that the number of employees in land transport (+104,000) and in air transport (+24,000) has increased since 1995, while that in transport over water has slightly decreased (-1,000).

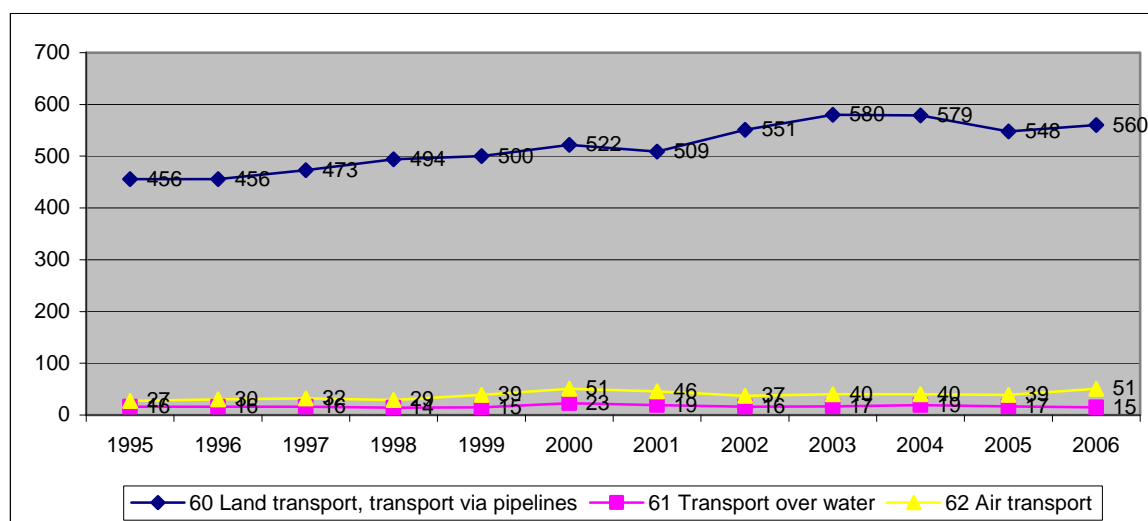
Table 1: Percentage distribution of employment (15-64 years) in transport in Spain, by subsector, 1995-2006.

Year	60 Land transport, transport via pipelines	61 Transport over water	62 Air transport
1995	91,6	3,2	5,4
1996	90,8	3,2	6,0
1997	90,8	3,1	6,1
1998	92,2	2,6	5,4
1999	90,3	2,7	7,0
2000	87,4	3,9	8,5
2001	88,7	3,3	8,0

Year	60 Land transport, transport via pipelines	61 Transport over water	62 Air transport
2002	91,2	2,6	6,1
2003	91,1	2,7	6,3
2004	90,8	3,0	6,3
2005	90,6	2,8	6,4
2006	89,5	2,4	8,1

Source: LFS

Figure 2: Employment in transport subsectors (1000) in Spain, 15-64 years, 1995-2006.



Source: LFS

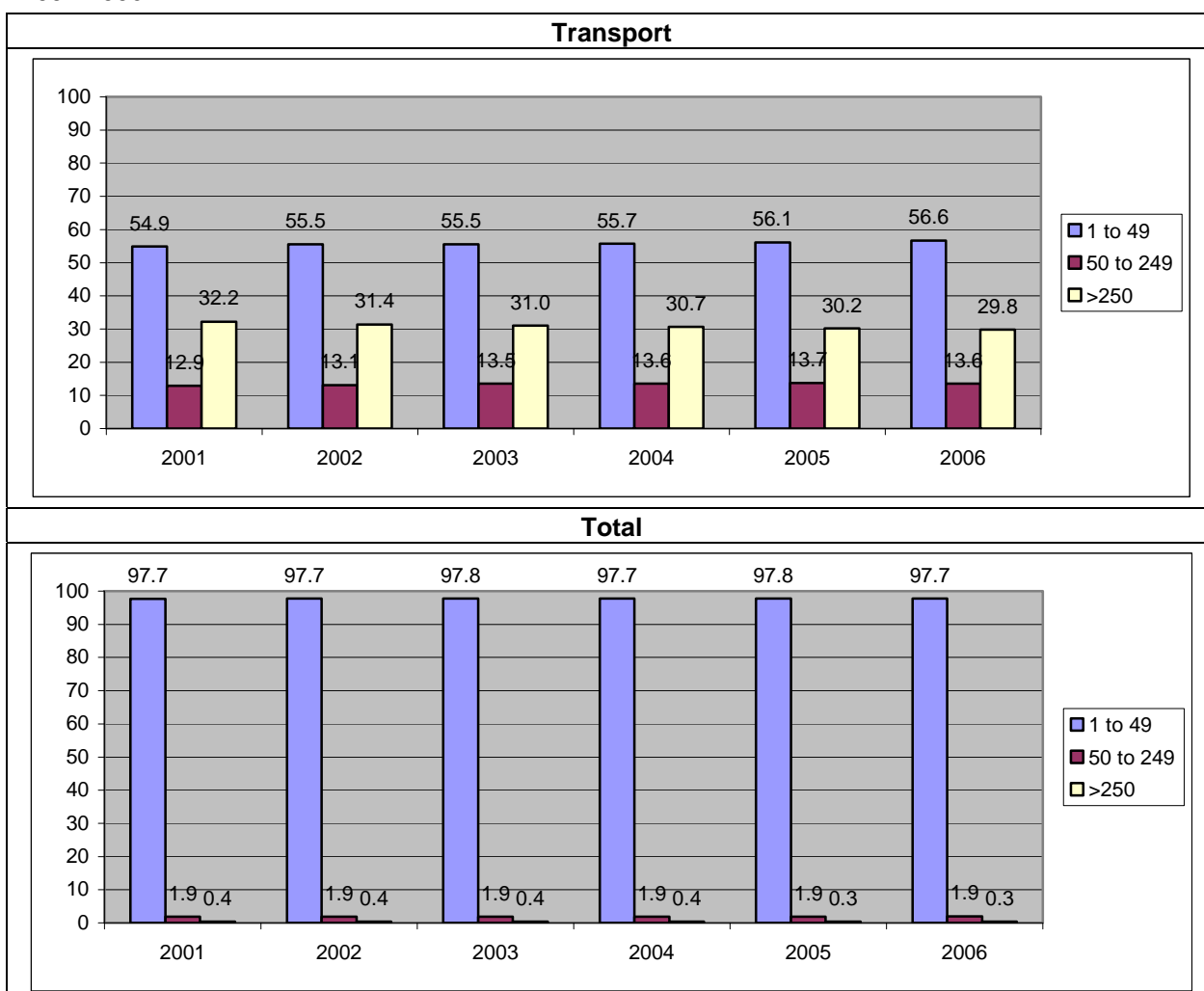
3.1.2 Size of the enterprises

- As within the total workforce, most of enterprises in transport and supportive activities are small, employing less than 50 people. In 2006 about 57% of businesses employed less than 50 people.

Most businesses in transport and supportive activities in Spain are small enterprises. In 2006, about 57% of enterprises in the sector employed less than 50 employees (small enterprises), while 14% employed between 50 until 249 employees (medium sized enterprises) and about 29% employed more than 250 employees (large enterprises).

The overall economy presents an even bigger share of small enterprises as those businesses employing less than 50 people made up 98% of the total in 2006. About 1.5% of enterprises employ between 50 and 249 people while the remaining 0.5% employed more than 250 employees.

Figure 3: Percentage distribution of workers in Spain, by enterprise size, transport and total 2001-2006



Source: Spanish Social Security, Spanish Ministry of Labour and Immigration:
<http://www.mtin.es/estadisticas/bel/EPA/index.htm>

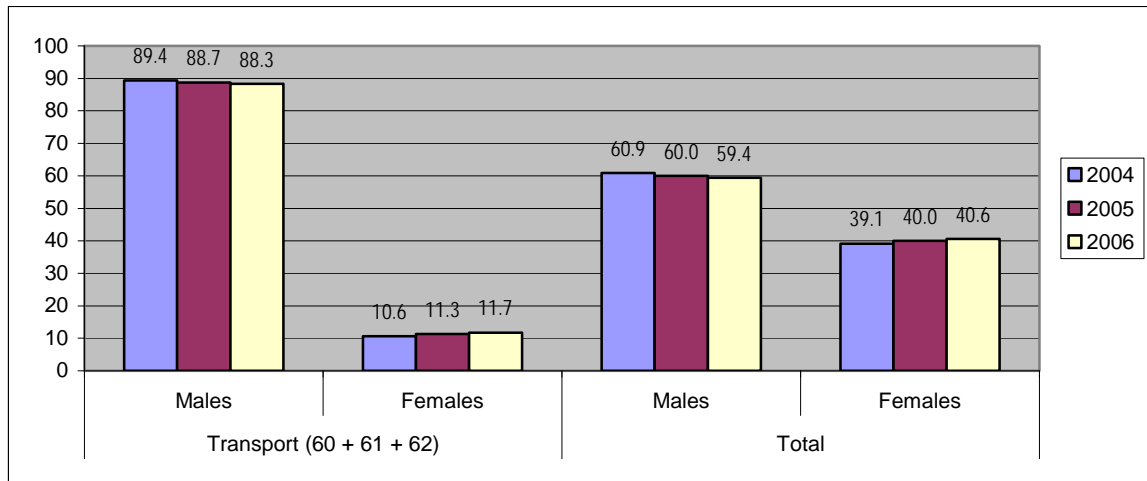
3.1.3 Distribution by gender

- Transport sector is made up primarily of male workers: in 2006 men made up 88% of the sector workforce. However, the proportion of female workers has been increasing since 1995.
- There is a bigger male presence across all sub sectors, it is clear that men constitute a larger part than do women. The gender difference is big in all sub sectors. The proportion of female workers is the highest in air transport (37% in 2006), followed by transport over water (20% in 2006) and land transport (9% in 2006).

Transport sector is made up primarily of male workers. In 2006, there were 552,240 men and 73,360 women employed in transport, which leads to an 88% share of male employment in the sector. It should be noticed that, since 1995, the number of male workers in transport has increased (+95,220) more than that of their female counterparts (+32,550) but when it comes to the percentage distribution by gender, the proportion of female workers in the sector has increased from 8% in 1995 to 12% in 2006.

Within the total working population too the number of male workers is higher than that of female workers but the differences are narrower than in transport. In 2006 about 59% of workers in the overall Spanish economy were men, while the remaining 41% were women.

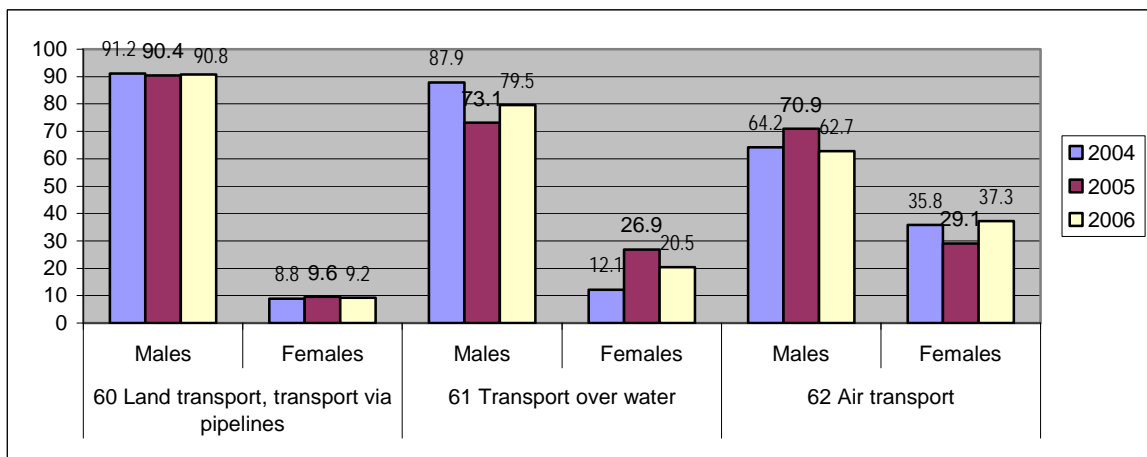
Figure 4: Percentage distribution of employment (15-64 years) by gender in Spain, transport and total, 2004-2006.



Source: LFS

Among all transport sub sectors, men constitute a larger share than women, which has been a constant trend for decades. However, the gender difference is not as big in all sub sectors. In 2006 the proportion of female workers in air transport was 37.3% and in transport over water 20.5%, while land transport had the lowest share of female workforce: 9.2%.

Figure 5: Percentage distribution of employment (15-64 years) by gender in Spain, transport subsectors, 2004-2006.



Source: LFS

3.1.4 Distribution by age

- The highest proportion of workers in transport can be found in the age category 25-49 years, followed by the age category 50-64 and young workers. The distribution of male and female workers by age shows the same pattern.
- The number and proportion of workers in the age category 25-49 years increased since 1995.

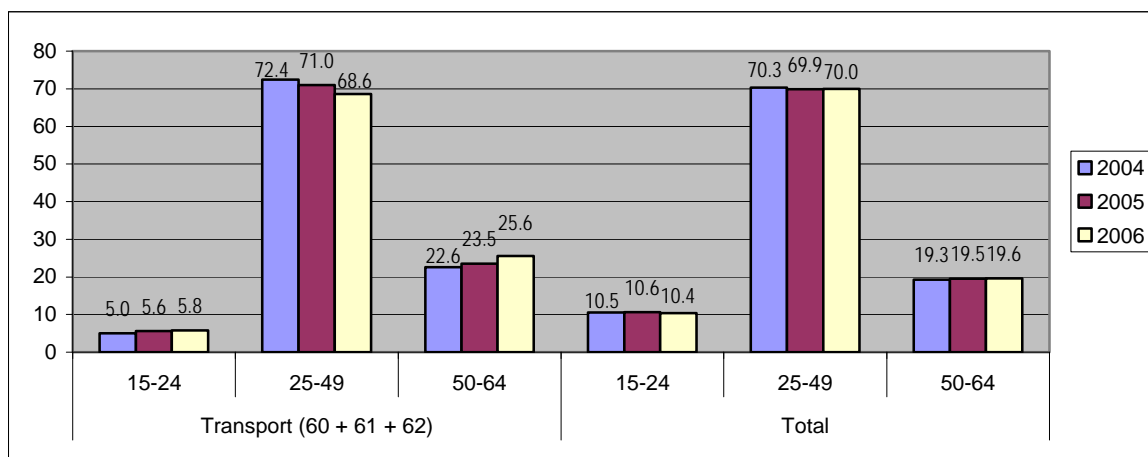
As within the total working population, the highest number/proportion of workers in transport can be found in the age category 25-49 years: 68.6% in transport and 70% in the total Spanish working population in 2006. The age category 50-64 years stand on the second place (25.6% in transport, 19.6% in the total), followed by the young workers aged 15 to 24: 5.8% in transport and 10.4% in the total. The distribution of male and female workers by age shows the same pattern.

In transport the number and proportion of workers in the age category 25-49 years has generally increased since 1995, even though in the last three years (2004-2006) both the number and the percentage share have gone down. The opposite is true for workers aged 50 to 64, as their share in total has slightly decreased since 1995 but has recovered after 2004, showing an upward trend, both in percentage and absolute terms. Finally, young workers have reported a more constant proportion, with an increasing trend in the last three years.

Table 2: Employment (in 1,000s) by age in Spain, 1995-2006.

	Transport (60 + 61 + 62)			Total		
	15-24	25-49	50-64	15-24	25-49	50-64
1995	28,94	335,45	133,41	1535.9	8418.1	2419.3
1996	26,71	353,63	121,22	1481.0	8710.1	2485.7
1997	31,38	369,97	119,85	1526.1	9061.4	2595.0
1998	33,17	376,06	127,08	1603.5	9423.3	2693.2
1999	36,25	389,81	128,11	1758.5	10024.7	2734.2
2000	40,66	405,03	151,06	1868.6	10592.3	2872.0
2001	32,19	400,07	142,03	1906.9	11031.2	3029.2
2002	28,83	421,31	153,54	1887.1	11494.2	3111.8
2003	32,28	448,77	155,65	1873.3	11986.8	3269.9
2004	31,68	461,92	144,08	1856.9	12476.8	3417.7
2005	33,60	429,31	141,85	2004.5	13164.9	3664.2
2006	36,15	429,41	160,36	2030.7	13727.8	3841.8

Source: LFS

Figure 6: Percentage distribution of employment by age in Spain, transport and total, 2004-2006.


Source: LFS

The distribution by age and gender of transport workers shows that the number of male workers has increased in all age groups since 1995. However, when it comes to percentage shares, in the last three years the proportion of workers aged 50 to 64 has increased while that of those aged 25 to 49 has gone down. Female workers in transport report a bigger growth in the 25 to 49 age group which translates in an increasing share of this group in the total in the last three years. Meanwhile, female workers aged 50 to 64 have witnessed a reduction in their share in the total female workforce in transport since 2004.

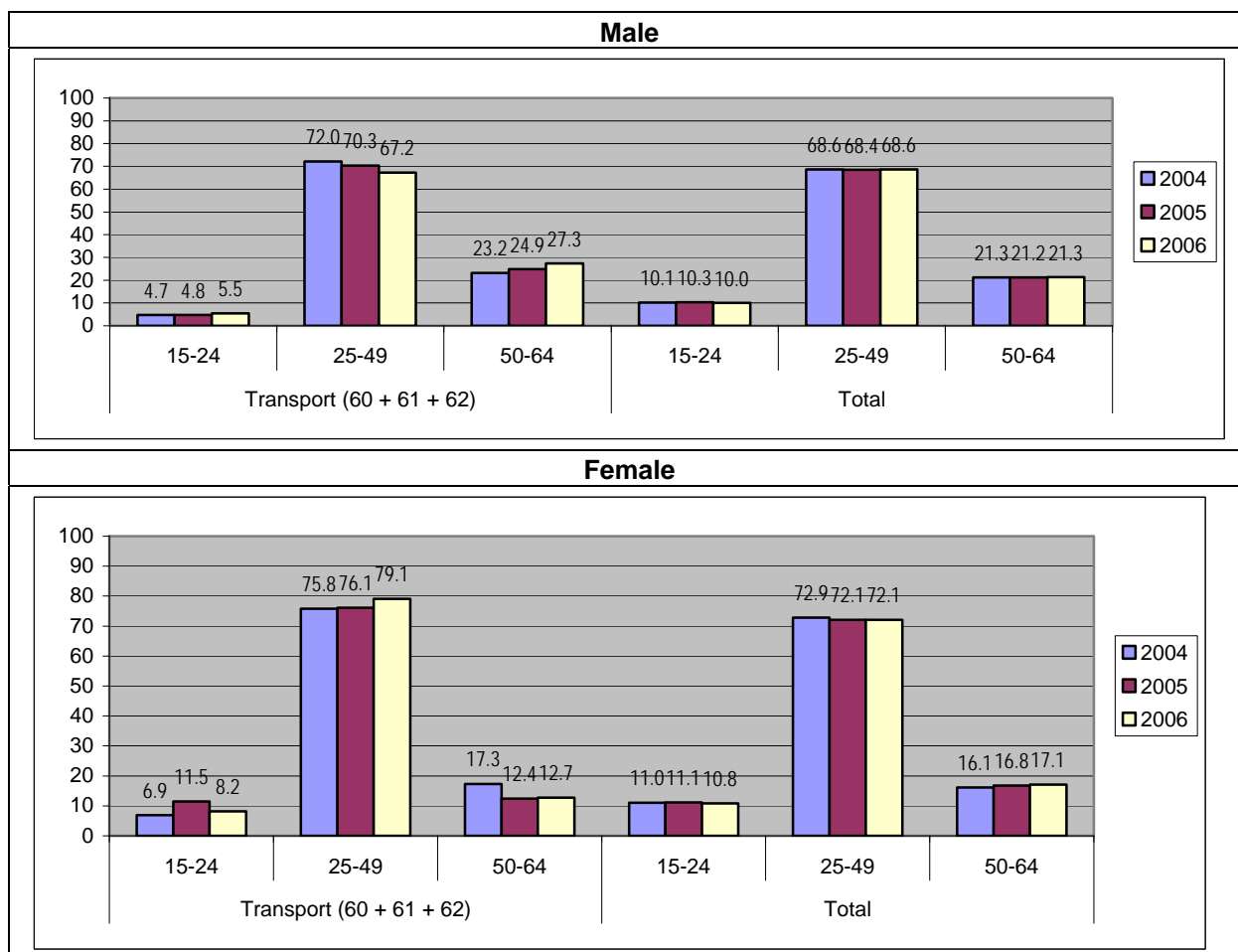
Table 3: Employment (in 1,000s), by age and gender, 1995-2006.

Males	Transport (60 + 61 + 62)			Total		
	15-24	25-49	50-64	15-24	25-49	50-64
1995	22,14	304,29	130,55	903.5	5503.0	1751.0
1996	21,32	319,59	118,94	881.0	5611.1	1800.8
1997	21,27	335,02	115,61	908.1	5779.8	1864.6
1998	27,09	332,17	123,58	967.1	6026.5	1925.6
1999	28,50	345,11	121,25	1058.2	6322.9	1952.7
2000	32,89	357,26	143,01	1101.8	6569.7	2032.6
2001	27,00	355,27	133,02	1142.1	6780.3	2131.9
2002	22,37	372,56	144,13	1138.8	6979.7	2168.7
2003	23,93	394,14	146,17	1109.8	7200.5	2252.1
2004	27,04	410,59	132,34	1093.6	7416.8	2297.7
2005	25,73	377,25	133,38	1167.8	7729.6	2396.8
2006	30,13	371,39	151,03	1168.1	7991.3	2482.4

Females	Transport (60 + 61 + 62)			Total		
	15-24	25-49	50-64	15-24	25-49	50-64
1995	6,80	31,16	2,86	632.4	2915.1	668.2
1996	5,38	34,05	2,28	600.0	3099.0	685.0
1997	10,10	34,95	4,24	618.0	3281.6	730.4
1998	6,08	43,97	3,49	636.4	3396.8	767.6
1999	7,75	44,69	6,86	700.3	3701.9	781.5
2000	7,77	47,77	8,05	766.8	4022.6	839.4
2001	5,19	44,81	9,01	764.8	4250.9	897.3
2002	6,47	48,75	9,41	748.3	4514.5	943.1
2003	8,35	54,63	9,48	763.5	4786.3	1017.8
2004	4,64	51,33	11,74	763.3	5060.0	1120.0
2005	7,87	52,06	8,47	836.7	5435.4	1267.5
2006	6,02	58,01	9,33	862.6	5736.5	1359.3

Source: LFS

Figure 7: Percentage distribution of employment by age and gender, transport and total, 2004-2006



Source: LFS

3.1.5 Distribution by employment status

3.1.5.1 Self-employment

The number of self employed workers in transport has been very stable in Spain. In 2000 there were 203,700 self-employed workers in transport while in 2006 the number has gone up to 208,100.

3.1.5.2 Part-time work

- In 2006, the proportion of part-time workers in transport was 6% in comparison with about 10% within the total working population.
- Part-time work has strongly increased in transport in the last decade.

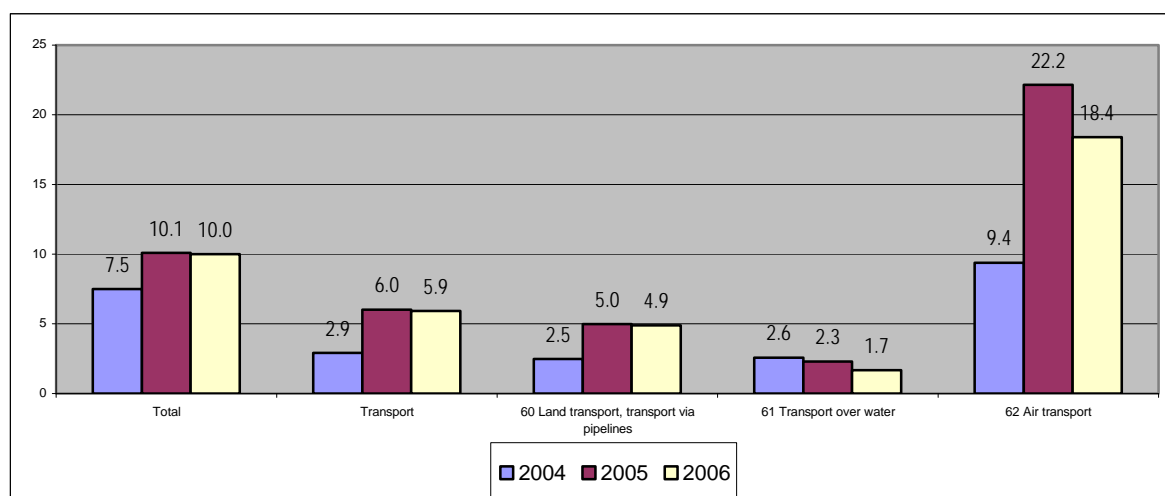
Part-time employment is less frequent in transport than within the total working population, where there has been an increase for many years now. In 1996 about 5.6% of the total working population in Spain were working part-time, while the figure in 2006 was 10%.

Among transport workers too the same trend can be seen, with an increase of part-time employment from 3% in 1995 to 5.9% in 2006. By transport subsector, air transport is by far the one with the highest share of part-time employment, with a significant increase in the last couple of years: 18.4% share in 2006.

Table 4: Percentage share of part-time employment in transport subsectors, transport and total, 1996-2006.

Year	Total	Transport	60 Land transport, transport via pipelines	61 Transport over water	62 Air transport
1996	5,6	3,0	3,0	1,7	3,8
1997	6,1	3,1	2,9	1,2	6,4
1998	6,2	3,5	2,5	9,5	16,5
1999	6,5	4,0	3,3	9,4	10,5
2000	6,5	4,1	3,5	4,2	10,2
2001	6,6	2,8	2,1	0,6	11,8
2002	6,8	2,9	2,9	3,1	3,9
2003	7,0	2,8	2,6	2,2	5,7
2004	7,5	2,9	2,5	2,6	9,4
2005	10,1	6,0	5,0	2,3	22,2
2006	10,0	5,9	4,9	1,7	18,4

Source: LFS

Figure 8: Percentage share of part-time employment, in transport subsectors, transport and total, 2004-2006.


Source: LFS

3.1.6 Migrant workers

- In 2006, about 6% of workers in transport were migrants.
- The number and share of migrant workers in transport has increased strongly since 2000.

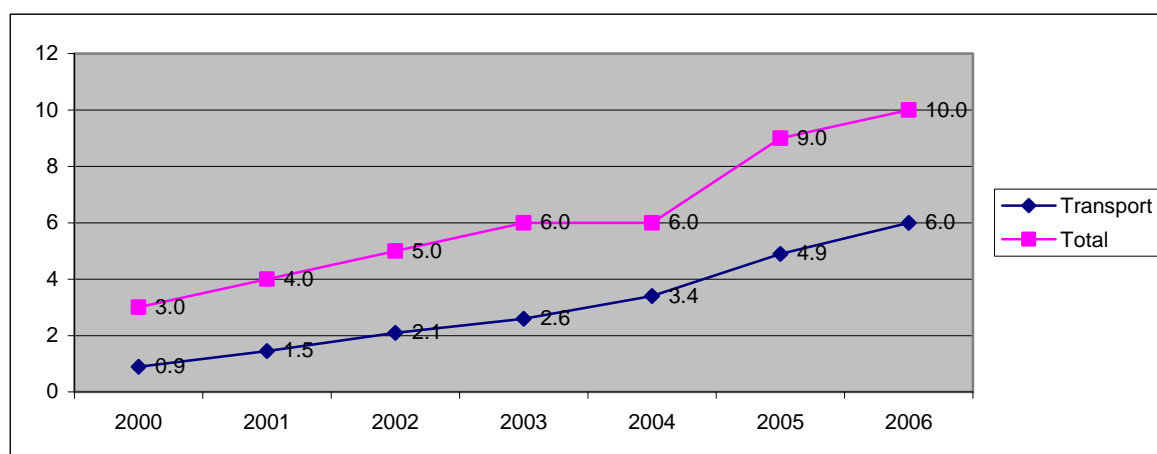
As within the total working population, the number of migrant workers in transport has increased notably since 2000. The percentage of migrant workers in transport has risen from nearly 0.9% in 2000 to 6% in 2006. A similar trend is found in the total working population in Spain, with an increase from about 3% in 2000 to nearly 10% in 2006.

Table 5: Number of migrant workers in Spain (in 1,000s), transport subsectors, transport and total, 2000-2006

Year	60 Land transport, transport via pipelines	61 Transport over water	62 Air transport	Transport	Total
2000	4.4	0.06	0.9	5.4	597.0
2001	7.3	0.06	1.0	8.4	574.0
2002	11.4	0.06	1.0	12.5	604.0
2003	15.3	0.07	1.2	16.6	637.0
2004	20.2	0.08	1.3	21.6	638.0
2005	27.8	0.09	1.7	29.5	605.0
2006	35.5	0.1	2.0	37.5	626.0

Source: Yearbook of Statistics of the Spanish Ministry of Labour and Immigration

Figure 9: Percentage share of migrant workers, transport and total, 2000-2006



Source: Yearbook of Statistics of the Spanish Ministry of Labour and Immigration

3.2 Exposure to risks

The main source of information is the Spanish National Survey of Working Conditions ('Encuesta Nacional de Condiciones de Trabajo'). The survey is carried out in workplaces with more than two workers and aims to be representative at main activity sector level, not by activity or branch. For this reason, the information provided on transport is not statistically representative and it should be used with caution, but it may still be indicative of sector problems.

Information from the survey 'Health and working conditions survey of truck transport (ISCIII, 2005-2006)' has also been included because, although it is only focused on truck transport (more than 6 tons of whole authorised load included, over 3.5 tons of load and more than 200 kilometres of journey) it is a very important sector in terms of employment in Spain. Furthermore, this is a specialised survey while the Spanish National Survey of Working Conditions is generalist.

3.2.1 Physical work factors

3.2.1.1 Exposure to vibrations

Transport workers report a higher level of exposure to vibrations than the average worker in Spain, especially for vibrations on other parts of the body.

Table 6: Exposure to vibrations, in % share of workers, 2003.

	Transport	Total
Hand or arm	10.4	5.6
Other body parts	8.1	2.6
No	81.5	91.2

Source: Spanish National Survey of Working Conditions, INSHT.

3.2.1.2 Painful positions

Transport workers suffer slightly more from painful postures than the average of the workers. As shown in the graph below, 20% of transport workers in Spain reported suffering from painful positions at least a quarter of their working time, while the corresponding share in the overall economy in Spain was slightly higher (20.8%).

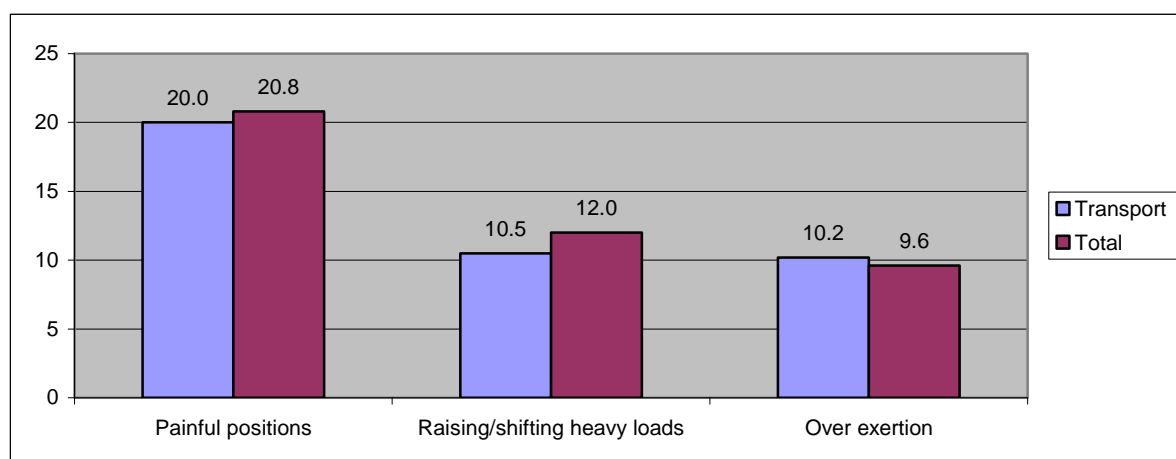
According to the transport survey ISCIII (2005-2006), 32% of workers in truck transport suffered from painful positions more than half of their working time.

3.2.1.3 Heavy loads

Raising or shifting heavy loads and suffering for over-exertion is similar for transport workers and the Spanish national average. In this sense, 10.5% of transport workers reported carrying heavy loads at least 25% of their working time, slightly below the national average: 12%. Regarding over exertion, it appears to be more prevalent among transport workers as 10.2% report suffering from it at least 25% of their time, while the national average is 9.6%.

According to the transport survey ISCIII (2005-2006), only 5% of transport workers suffered from raising or shifting heavy loads more than half of their working time.

Figure 10: Percentage share of workers reporting painful positions, carrying heavy loads and over-exertion at least ¼ of working day, transport and total, 2003.



Source: Spanish National Survey of Working Conditions, INSHT.

3.2.1.4 Exposure to noise

According to the Spanish National Survey on Working Conditions (2003), transport workers report being exposed to noisier environments than the Spanish average. In this sense, 53.1% of them report 'very low, almost no noise', while the corresponding share in the total is 60.1%. In the transport survey ISCIII (2005-2006), workers were asked if the noise in the working environment was annoying. Only 8% answered that 'a lot' or 'quite a lot', 10% that it was regular, 18% that little and 63% answered that it was not annoying.

3.2.1.5 Exposure to heat and cold

The share of transport workers reporting comfortable temperature conditions is slightly lower than the Spanish national average, even though more than two thirds of them are comfortable with their temperature conditions at work. Regarding temperatures in summer, 67.9% of workers reported being comfortable with them, slightly below the 72.1% mark reported by the national average. As far

as winter temperatures are concerned, 69.9% of transport workers were comfortable with them while the corresponding share in the Spanish overall working population was 74.7%.

In the transport survey ISCIII, workers were asked if temperature and humidity were annoying. More than 15% answered that 'a lot' or 'quite a lot', 14% that it was regular, 16% that little and 53% answered that they were not annoying.

3.2.1.6 Inhalation of vapours, fumes

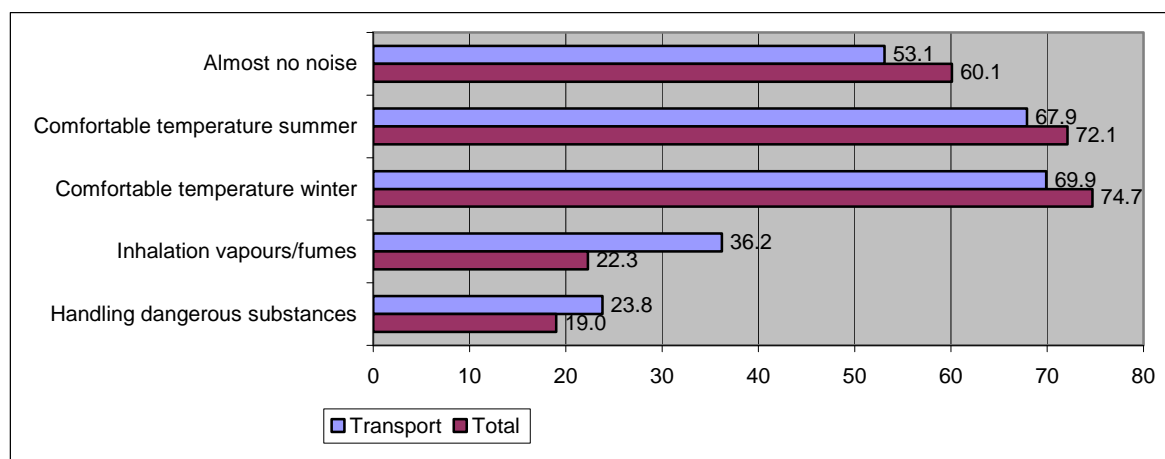
The Spanish National Survey on Working Conditions reveals that the percentage share of workers reporting inhalation of vapours and fumes at work was higher in transport than in the overall working population in Spain in 2003: 36.2% and 22.3%, respectively.

3.2.1.7 Handling dangerous substances

On handling dangerous substances, transport workers again seem to be a bit more exposed than the average worker in Spain. As shown by the 2003 Spanish National Survey on Working Conditions while 23.8% of workers in transport reported handling dangerous substances at work, the corresponding share for the Spanish national average was 19.0%.

In the transport survey ISCIII, workers were asked the frequency of exposure to inhalation of vapours and fumes at work or on handling dangerous substances. Over 8% answered that they were exposed 'very frequently' or 'frequently', 14% that it was occasionally, and 76% answered that they were never exposed.

Figure 11: Percentage share of workers reporting exposure to several physical work factors, transport and total, 2003.

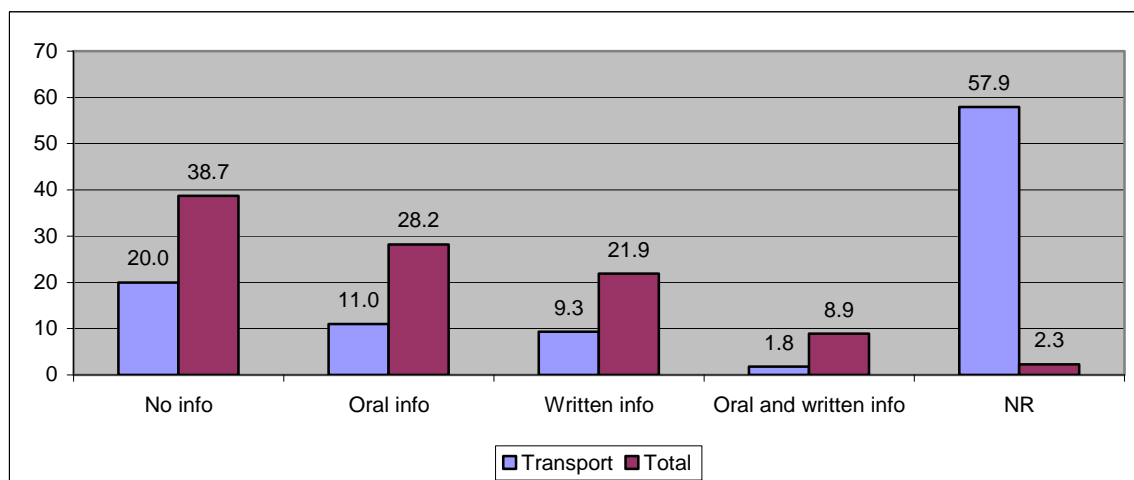


Source: Spanish National Survey of Working Conditions, INSHT.

3.2.1.8 Information on risks

When it comes to risk assessment, one fifth of transport workers (20%) reported not being informed at all of the results, a share that went up to 38.7% in the overall working population in Spain in 2003. However, this does not mean that transport workers received more info on risk assessment results as there is a remarkably high non response rate in transport (57.9%), significantly above that of the overall working population (2.3%). As a result of this, the total working population reported higher shares of oral information, written information and both oral and written information than workers in transport.

Figure 12: Percentage share of workers: Information of risks research results, 2003.

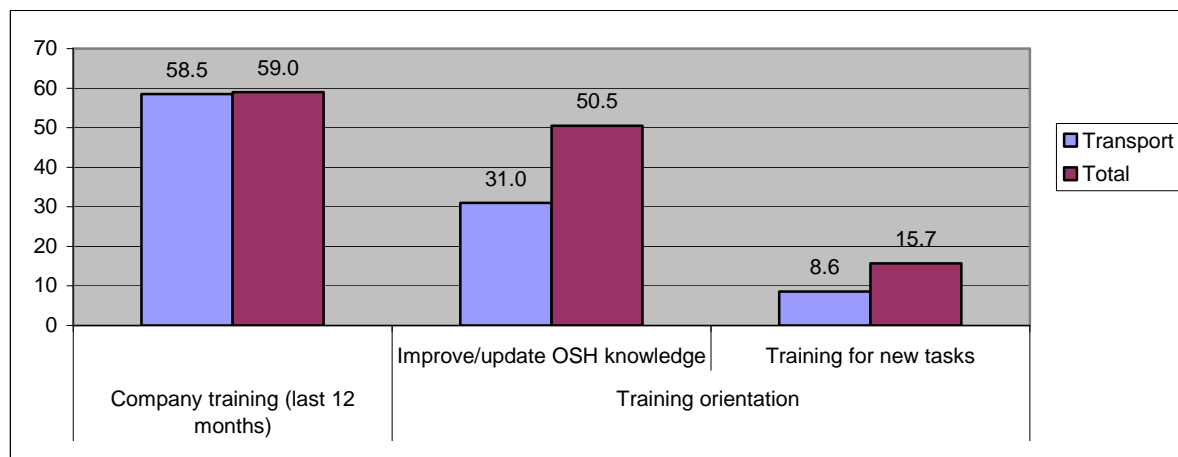


Source: Spanish National Survey of Working Conditions, INSHT.

Transport workers reported receiving training in similar percentage shares to those of the total Spanish working population in 2003: 58.5% and 59%, respectively. However, they appear to receive less training orientated to improve or update their knowledge in occupational safety and health: 31% among transport workers as opposed to 50.5% in the Spanish overall population. Similarly, training for new tasks is less common in transport (8.6% of workers) than for the national average (15.7%).

In the transport survey ISCIII (2005-2006), workers were asked if they had received training on any subject in the last 12 months. 78% of workers said they had not received any training and among the 20% who answered 'yes', over half of them had been trained on OSH topics.

Figure 13: Percentage share of workers and training activities, transport and total, 2003.



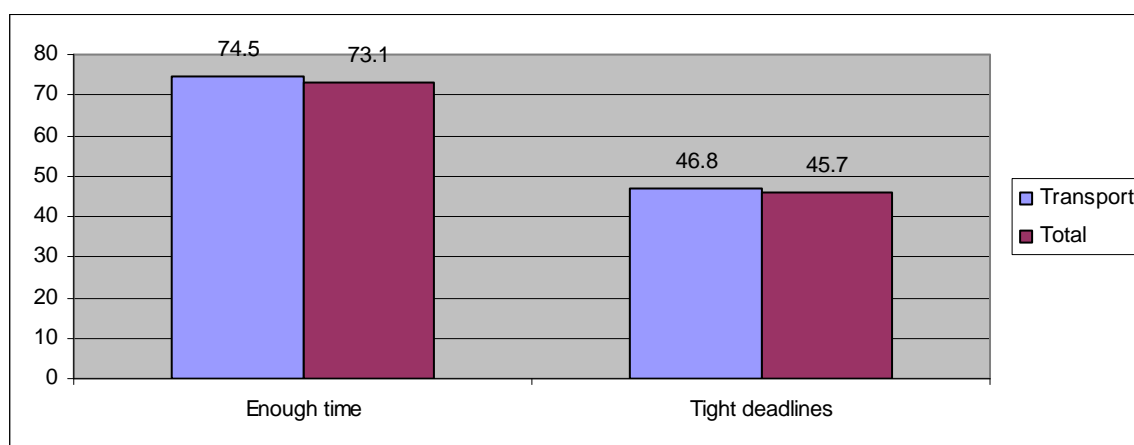
Source: Spanish National Survey of Working Conditions, INSHT.

3.2.2 Work organisation

3.2.2.1 Pace of work

Most of the Spanish working population - and so do transport workers - point out a normal quantity of work and enough time to do their respective jobs. Data also reveal that over one third of workers in transport (32.6%) and 40.1% in the overall working population work at very high speed more than half of their working time. Work pace is most often determined by direct demands from people (clients, students, patients, etc) and by deadlines to meet, both in transport and the overall workforce across all sectors. In transport in particular, as it is to be expected, traffic too plays a significant role in the work pace.

Figure 14: Percentage share of workers reporting enough time to do their job and working to tight deadlines (always/almost always/often), transport and total, 2003.



S

Source: Spanish National Survey of Working Conditions, INSHT.

Table 7: Work organisation indicators, percentage share of workers, transport and total, 2003

Work quantity	Transport	Total
• Reduced, could do more things	4.2	3.5
• Normal	56.3	54.8
• Excessive, I feel stressed	17.0	17.8
• It is very variable	22.5	23.7
Working at very high speed	Transport	Total
• More than 1/2 of working day	32.6	40.1
• Between 1/2 and 1/4 of working day	13.9	31.4
• Less than 1/4 of working day	14.0	16.9
• Never	37.9	11.0
• NR	1.6	0.6

Causes determining job pace	Transport	Total
• Automatic machine speed or product displacement	2.5	6.4
• Co-workers job	1.8	6.8
• People direct demands (clients, students, patients, etc.)	28.9	43.7
• Service production goals	8.8	6.2
• Deadlines to achieve	26.9	19.2
• Direct control from your boss	5.5	5.3
• Traffic	14.0	0.9
• Others	0.2	0.6
• There are no established deadlines, set at own pace	11.4	10.8

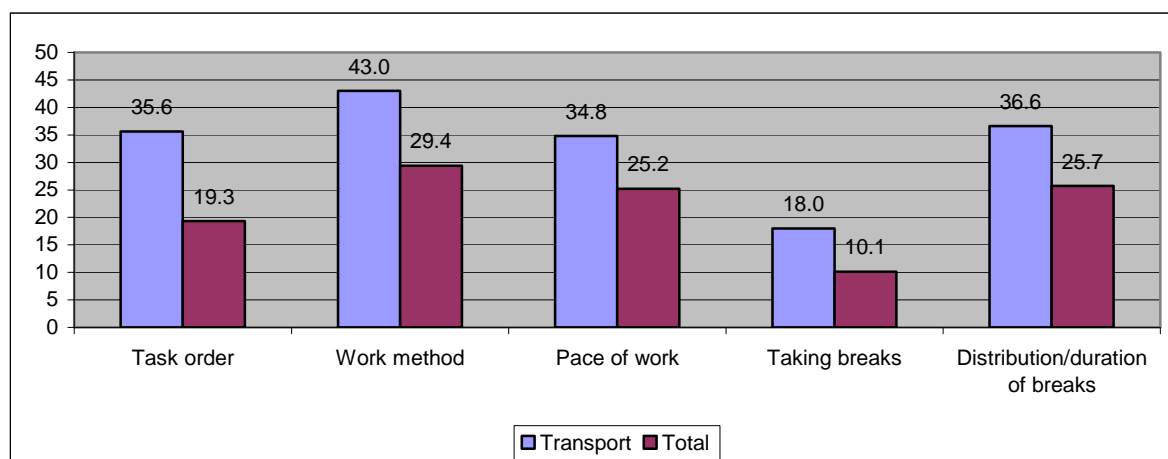
Source: Spanish National Survey of Working Conditions, INSHT.

In the transport survey ISCI (2005-2006) workers were asked if they had enough time to do their job: almost 46% answered that they had enough time 'always or almost always' and 18% that 'often'. 7% said that they 'never' had enough time to carry out their job. As far as work pace is concerned, 43% of transport workers answered that they have to keep a high pace of work at least half of the day. Concern was raised too as 87% of surveyed workers reported having to keep a high level of attention more than half of the day.

3.2.2.2 Job control

Transport workers reported lower levels of autonomy in their job than the national average: 35.6% of workers in transport can never decide on task orders as opposed to 19.3% in the overall Spanish working population and 43% can never decide on their work method (29.4% national average). Narrower differences were found regarding the pace of work, taking breaks and distribution/duration of breaks but still, the reported degree of autonomy at work is lower among transport workers than in the total working population in Spain.

Figure 15: Indicators on job autonomy on job indicators, percentage share of workers reporting 'never', transport and total, 2003.



Source: Spanish National Survey of Working Conditions, INSHT

3.2.2.3 Job content

Most workers in Spain did not regard their job as monotonous and the same holds for transport workers. According to the Spanish National Survey, in 2003 62.9% of workers in transport reported

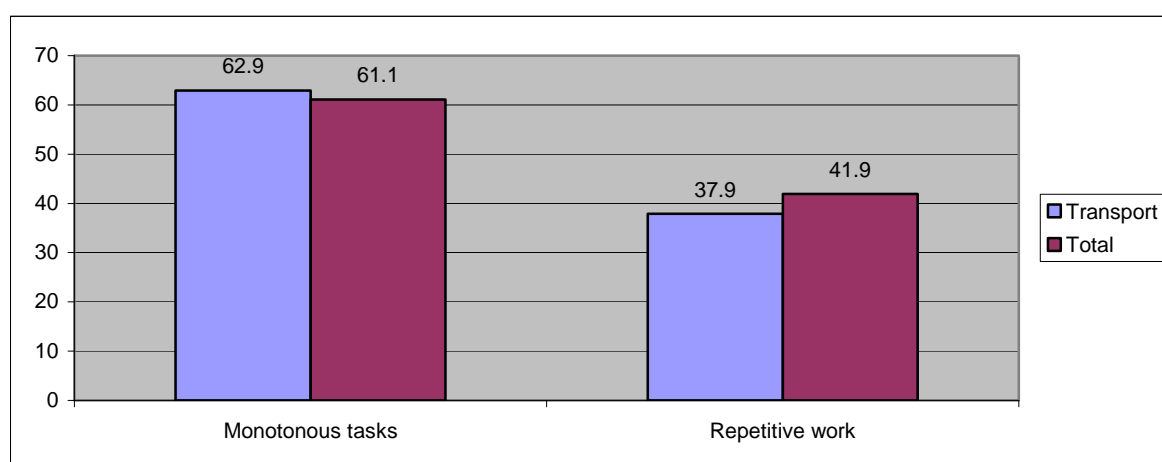
that their job tasks were not monotonous, while the corresponding share for the Spanish overall working population was 61.1%.

In the transport survey ISCIII (2005-2006), workers were asked if monotony while driving was annoying. More than 24% answered 'a lot' or 'quite a lot', while almost half of surveyed workers (44%) said that it was 'not annoying'.

3.2.2.4 Repetitive work

Transport workers consider their work slightly more repetitive than the total Spanish working population. Or, the other way around, the share of workers who consider that their work is never repetitive is a bit lower in transport than in the total working population: 37.9% and 41.9%, respectively.

Figure 16: Percentage share of workers reporting 'never' carrying out monotonous tasks – repetitive work, transport and total, 2003.



Source: Spanish National Survey of Working Conditions, INSHT.

3.2.2.5 Skills, training, information

Most transport workers report that the required skills to perform their job correspond to vocational training level (53.8%) but a significant proportion (39.1%) believe that there is no special knowledge needed but rather experience on the job. In the overall Spanish working population, there is a remarkably higher share (20.1%) than in transport (6.9%) of workers who report that the required skills for their job correspond to college education level.

Concerning the chances to apply their knowledge and skills on the job, transport workers reported having many chances in a greater share than the average working population in Spain: 53.1% and 38.7%, respectively.

Table 8: Indicators on skills, percentage share of workers, transport and total, 2003.

Required skills to do job	Transport	Total
▪ No special knowledge, just experience on job	39.1	41.7
▪ Vocational training knowledge	53.8	37.4
▪ College education knowledge	6.9	20.1

Chances to apply knowledge and skills on job	Transport	Total
▪ A lot	28.4	29.6
▪ Many	53.1	38.7
▪ Not many	6.6	14.5
▪ A few	4.4	7.8
▪ No chances	7.5	8.8

Source: Spanish National Survey of Working Conditions, INSHT.

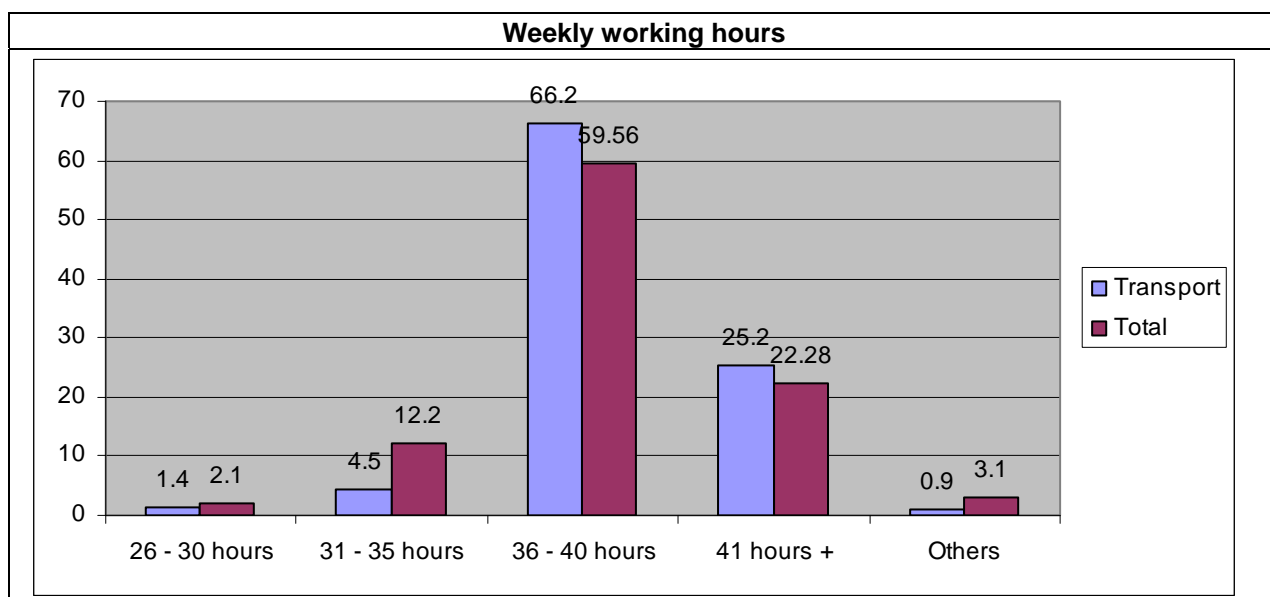
3.2.3 Working time

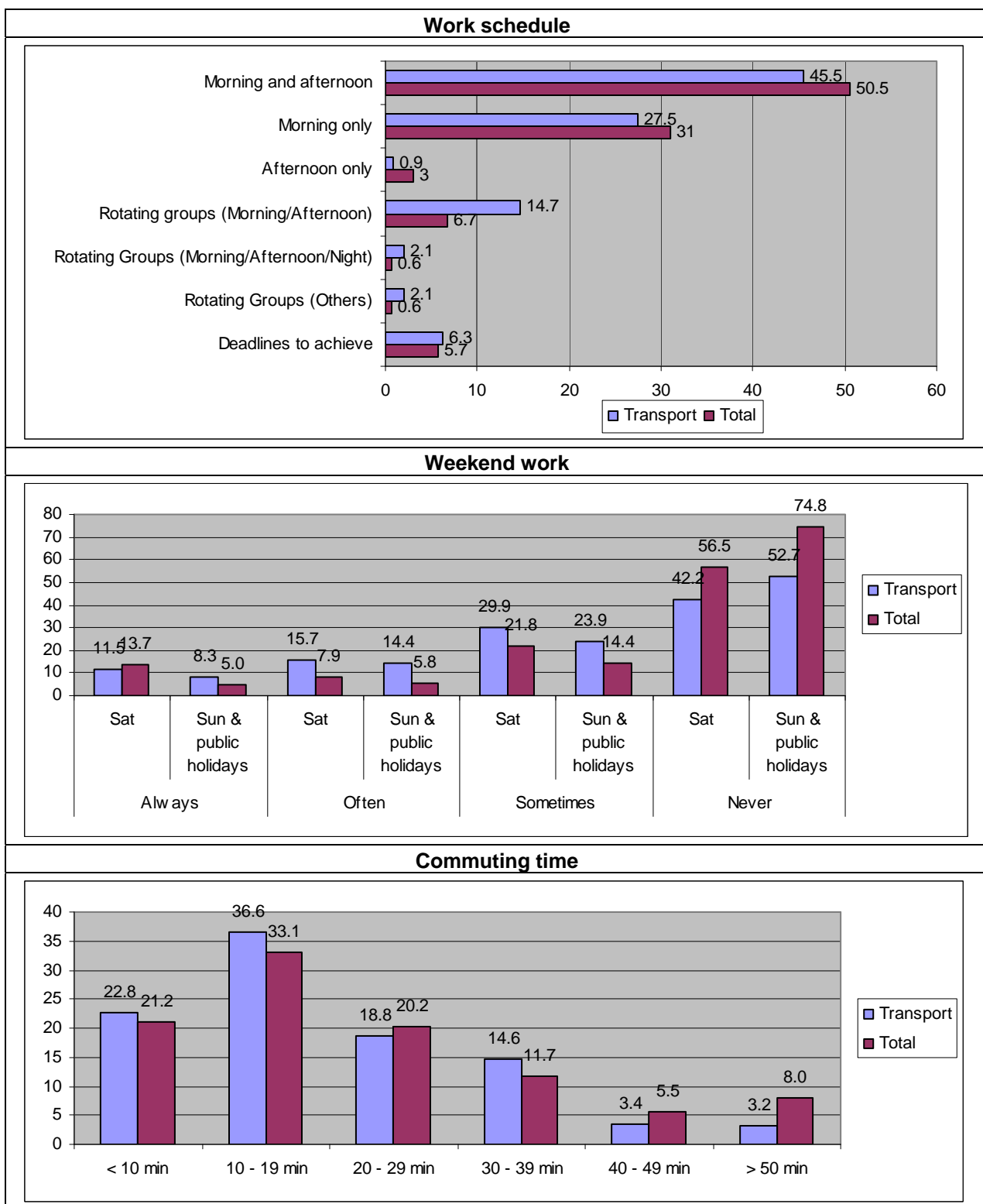
The average Spanish worker works almost 40 hours per week, on a discontinuous schedule (morning and afternoon). The majority of transport workers work between 36-40 hours in a higher percentage share than the average worker: 66.2% and 59.6%, respectively. As opposed to these figures, the ISCIII transport survey (2005-2006) shows that almost 48% of workers reported working between 45-50 hours per week and 22% between 40-45 hours.

The Spanish National Survey of Working Conditions also shows that there is a slight difference in the working schedule, as more transport workers have rotating schedules morning-afternoon. Similarly transport workers report a higher share of flexible working hours: 27.6% as opposed to 23.5% in the overall working population. There are no big differences in commuting time as it takes less than 30 minutes for most of them. Working on weekends is more frequent among transport workers than for the national average.

In the transport survey ISCIII (2005-2006), almost 10% of workers reported driving at nights 'always', 20% that only a few nights per week, 22% that exceptionally and 32% that never. 16% could not give an average. Regarding work on Saturdays, almost 7% reported working on Saturdays 'always', 10% 'often', 37% 'sometimes' and 46% never. About work on Sundays, almost 7% said 'always', 8% 'often', 35% 'sometimes' and 48% 'never'.

Figure 17: Percentage distribution of workers by weekly working hours, work schedule, weekend work and commuting time, transport and total, 2003.



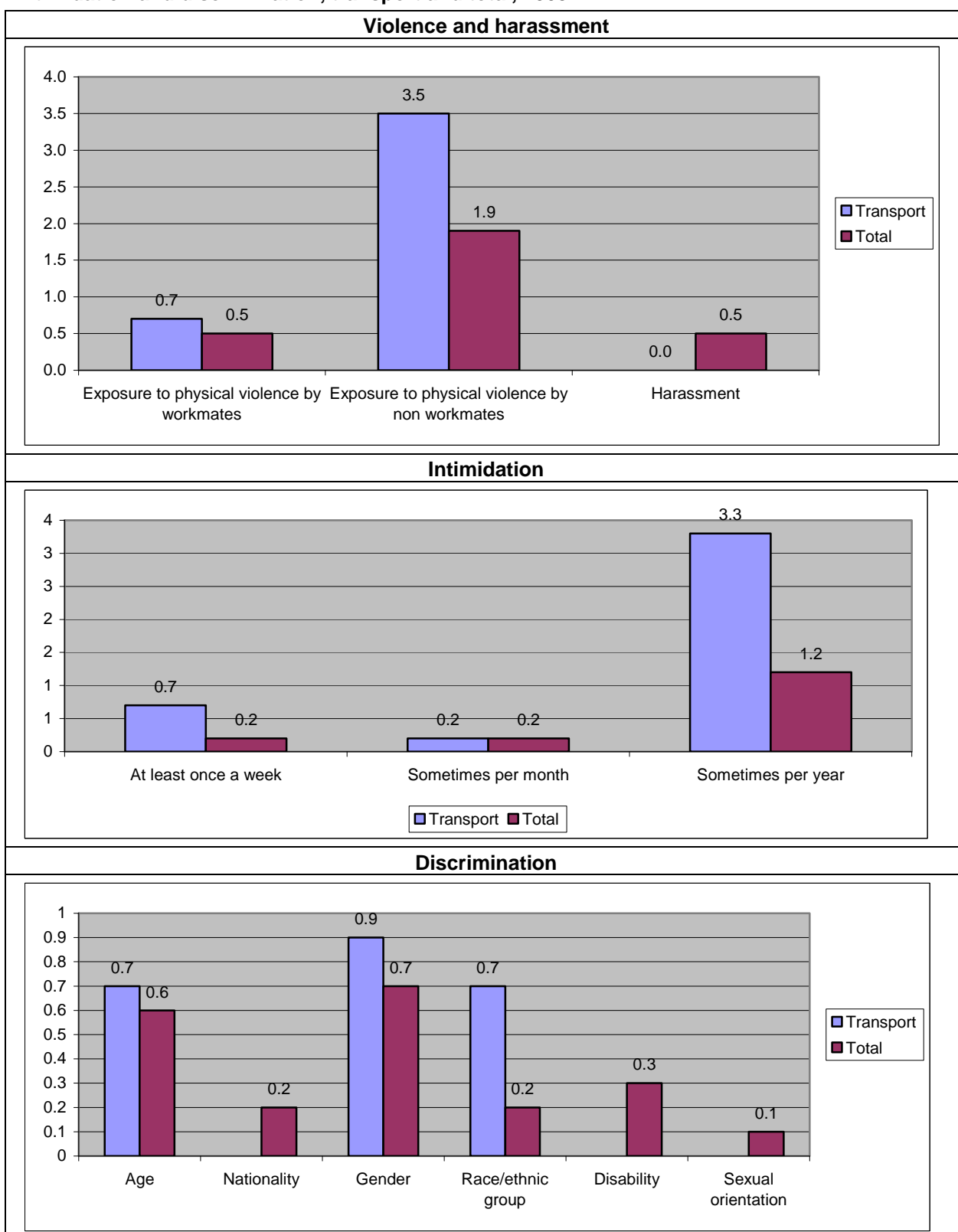


Source: Spanish National Survey of Working Conditions, INSHT.

3.2.4 Psychosocial factors

It is important to mention that there are no pertinent data on the exposure of Spanish workers to violence, harassment and/or intimidation.

Figure 18: Percentage share of workers who report exposure to violence and harassment, intimidation and discrimination, transport and total, 2003.



Source: Spanish National Survey of Working Conditions, INSHT.

3.3 Health outcomes

3.4 Occupational accidents

3.4.1.1 General

- In 2003, about 33,788 accidents -129 fatal- occurred in transport, according to the figures from the 'Anuario de Estadísticas Laborales y de Asuntos Sociales' (The Yearbook on Labour and Social Affairs Statistics).
- In recent years a downward trend has been observed in the number of fatal occupational accidents.
- The occurrence of occupational accidents is higher in land transport than in the total working population.

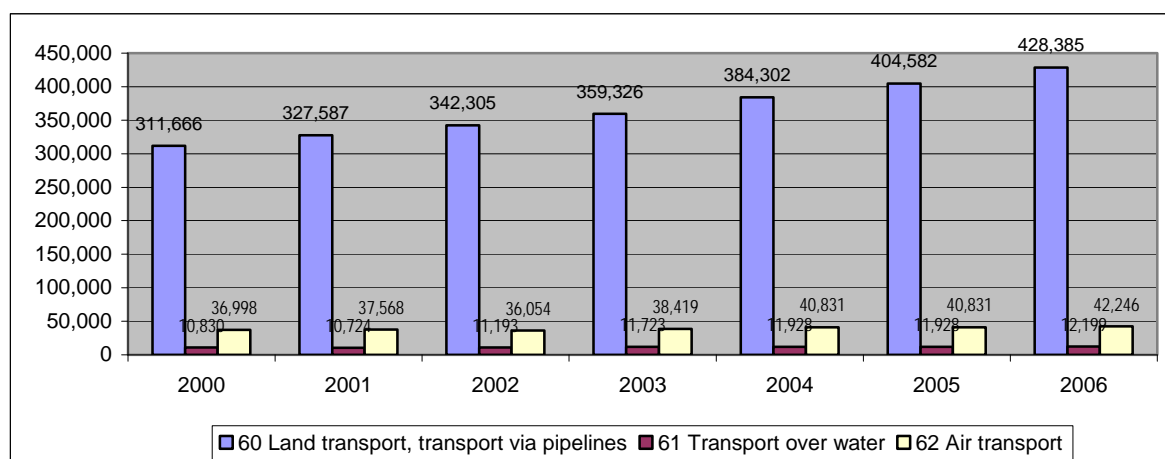
The information provided refers to the working population with insurance coverage of occupational accidents and diseases. For example, self-employed workers can insure against work accidents only on a voluntary basis.

For those insured, all work accidents are declared. The information provided below concerns accidents with at least one day of absence (not three days as in ESAW) and happening during working hours.

The Spanish definition of occupational accidents includes situations that are excluded in other national schemes, such as traffic accidents, heart attacks and other non traumatic accidents if they occur during working hours.

The source of information is 'Anuario de estadísticas laborales y de asuntos sociales', published by Ministry of labour and social affairs, and the occupational accidents and diseases database (INSHT elaboration).

Figure 19: Employment in transport by subsector, 2000-2006.



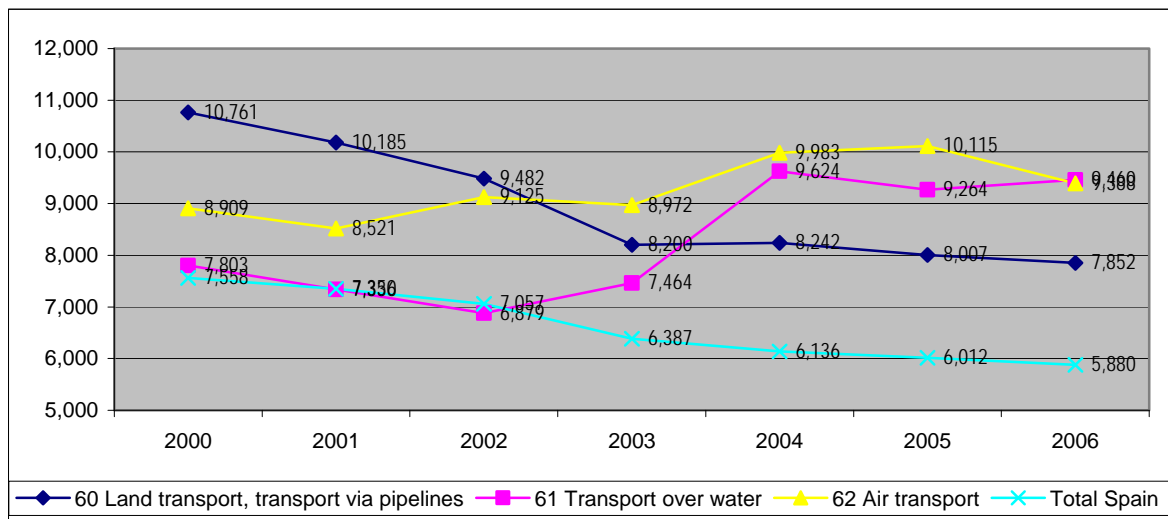
Source: Yearbook on Labour and Social Affairs Statistics.

According to the Yearbook on Labour and Social Affairs Statistics, in 2006 about 33,635 accidents occurred in land transport and about 38,755 in total transport. In recent years, an increasing trend has been observed in the number of occupational accidents in Spain.

The incidence rate of occupational accidents in transport is higher than the national average. Land transport has gradually reduced the incidence rate in the past years while air transport and transport

over water, with a significantly smaller number of workers, have witnessed more fluctuations in their corresponding incidence rates.

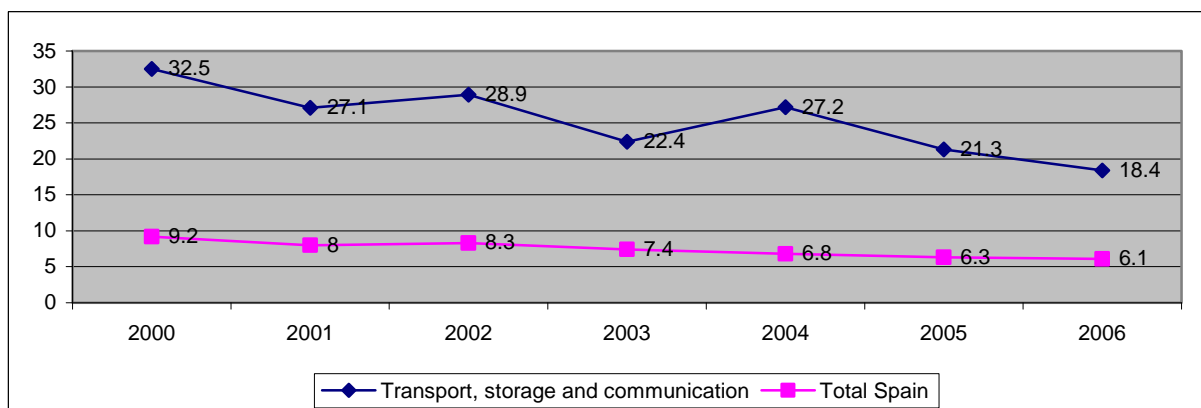
Figure 20: Incidence rate of transport and the national average, 2000-2006.



Source: Yearbook on Labour and Social Affairs Statistics.

Concerning the incidence rate of fatal occupational accidents, transport, storage and communication reports a rate three times higher than the national average. However, in recent years the gap has narrowed down.

Figure 21: Fatal incidence rate of transport and the national average, 2000-2006.



Source: Yearbook on Labour and Social Affairs Statistics.

3.4.1.2 By gender

By gender, since 2003 the proportion of accidents –both total and fatal- affecting women in transport has increased. Understandably, the share of male accidents in transport has slightly decreased in transport while it increased in the total working population until 2004, only to decrease afterwards. In any case, among all transport subsectors accidents affecting men still constitute a substantially larger part than those affecting women, a consistent trend for decades.

Table 9: Number of total occupational accidents in transport subsectors, by gender, 2003-2006.

Year	60 Land transport, transport via pipelines		61 Transport over water		62 Air transport		Total transport	
	Males	Females	Males	Females	Males	Females	Males	Females
2003	28,020	1,446	791	84	2,694	753	31,505	2,283
2004	30,050	1,624	1,029	119	2,954	1,011	34,033	2,754
2005	30,569	1,824	1,001	104	3,080	1,050	34,650	2,978
2006	31,598	2,037	1,067	87	2,907	1,059	35,572	3,183

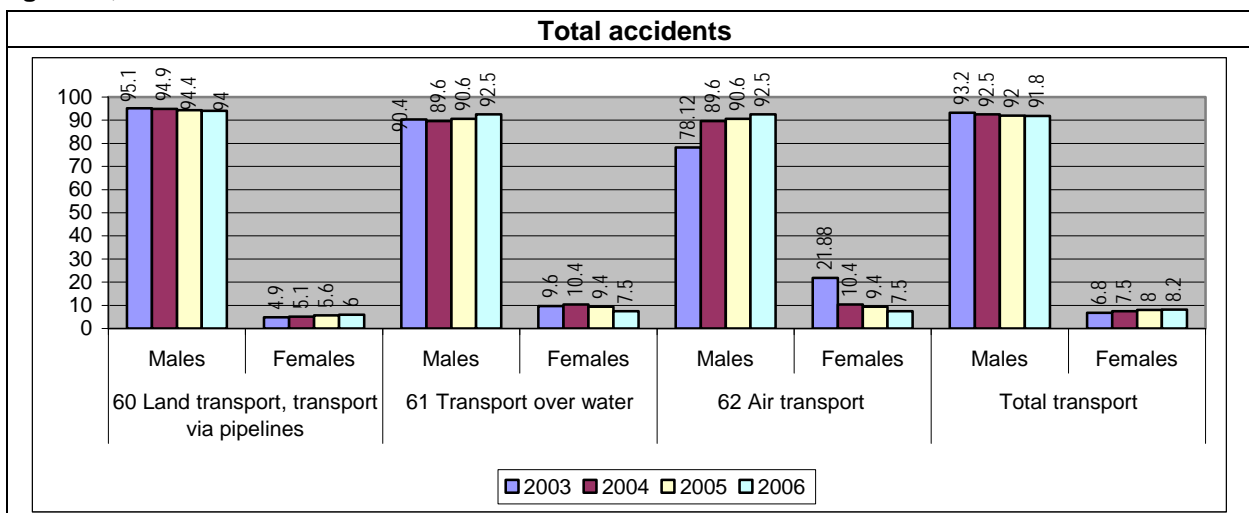
Source: Yearbook on Labour and Social Affairs Statistics.

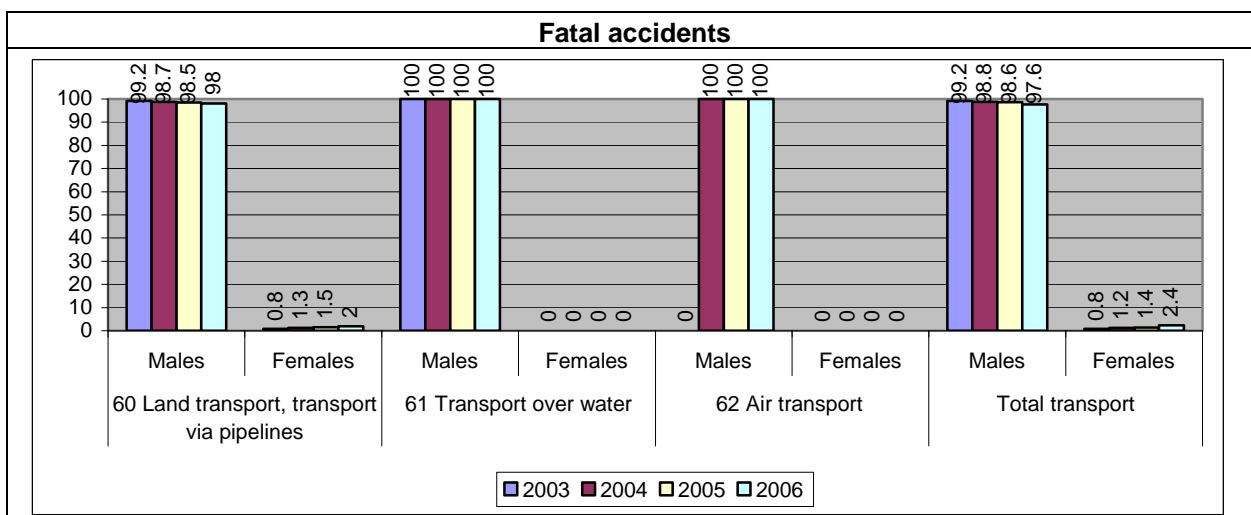
Table 10: Number of fatal occupational accidents in transport subsectors, by gender, 2003-2006.

Year	60 Land transport, transport via pipelines		61 Transport over water		62 Air transport		Total transport	
	Males	Females	Males	Females	Males	Females	Males	Females
2003	124	1	4	0	0	0	128	1
2004	156	2	6	0	6	0	168	2
2005	131	2	5	0	1	0	137	2
2006	115	3	4	0	3	0	122	3

Source: Yearbook on Labour and Social Affairs Statistics.

Figure 22: Percentage distribution of occupational accidents in transport subsectors, by gender, 2003-2006.





Source: Yearbook on Labour and Social Affairs Statistics.

3.4.1.3 By age

- The highest number/proportion of occupational accidents in transport can be found in the age category 30-39 years, followed by those aged 25 to 29 years and 40 to 44 years. The distribution between male and female workers by age shows the same pattern.

As within the total working population, the highest number and proportion of occupational accidents in transport can be found in the age category 30-39 years, followed by those aged 25 to 29 years and 40 to 44 years. The distribution of male and female workers by age shows the same pattern.

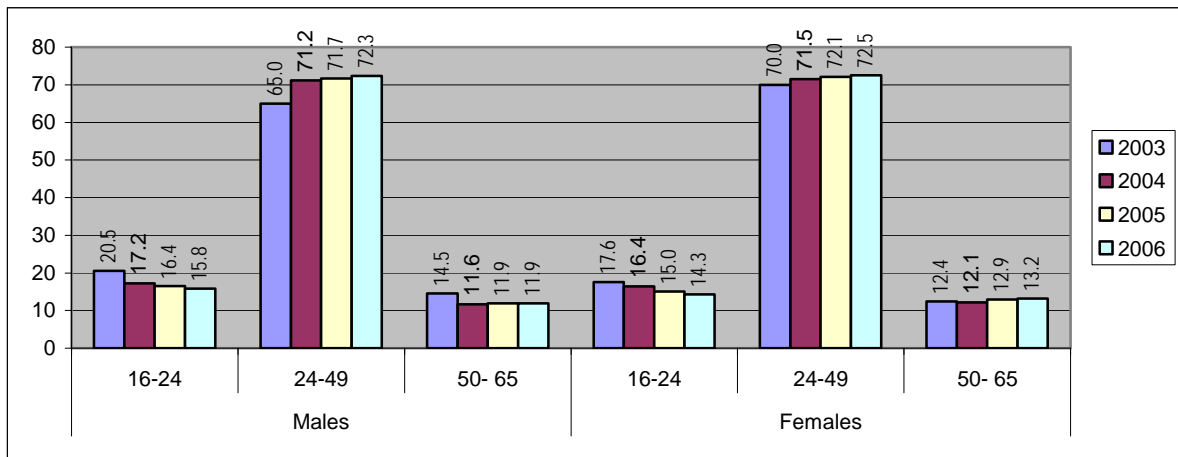
In transport the number and proportion of occupational accidents in the age category 16-24 years has decreased since 2003, while the number of accidents in the age category 24-49 years has increased. When it comes to those aged 50 to 65, there has been a slight reduction among men but a steady increase among female workers.

Table 11: Occupational accidents in transport (61+62+63), by age and gender, 2003-2006

Year	Males			Females		
	16-24	24-49	50- 65	16-24	24-49	50- 65
2003	143,231	453,043	101,087	36,126	143,970	25,590
2004	137,000	566,269	92,494	33,442	145,962	24,790
2005	133,185	580,960	96,265	30,659	147,313	26,455
2006	129,280	593,358	97,650	30,255	153,634	27,979

Source: Yearbook on Labour and Social Affairs Statistics.

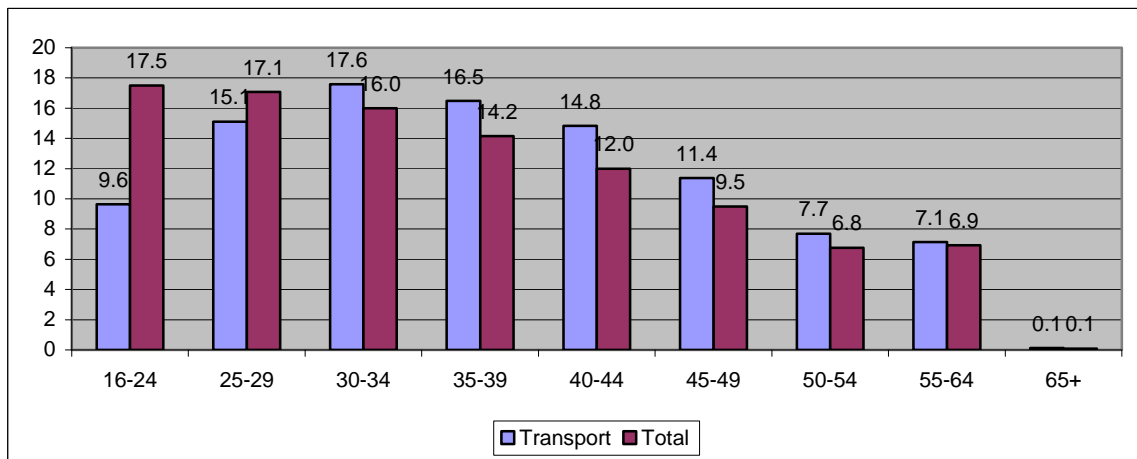
Figure 23: Percentage distribution of occupational accidents in transport (60+61+62), by age and gender, 2003-2006.



Source: Yearbook on Labour and Social Affairs Statistics.

A deeper age breakdown reveals that those aged 30 to 34 represented 17.6% of all occupational accidents in transport in Spain in 2006, followed by the age group 35-39 that made up 16.5% of all occupational accidents. In the overall working population the biggest share corresponded to young workers aged 16-24, who made up 17.5% of all occupational accidents, followed closely by the 25-29 age group (17.1%). Therefore, and as shown in the graph below, the percentage distribution of occupational accidents by age hints at a smaller share of occupational accidents among young workers in transport than in the total working population.

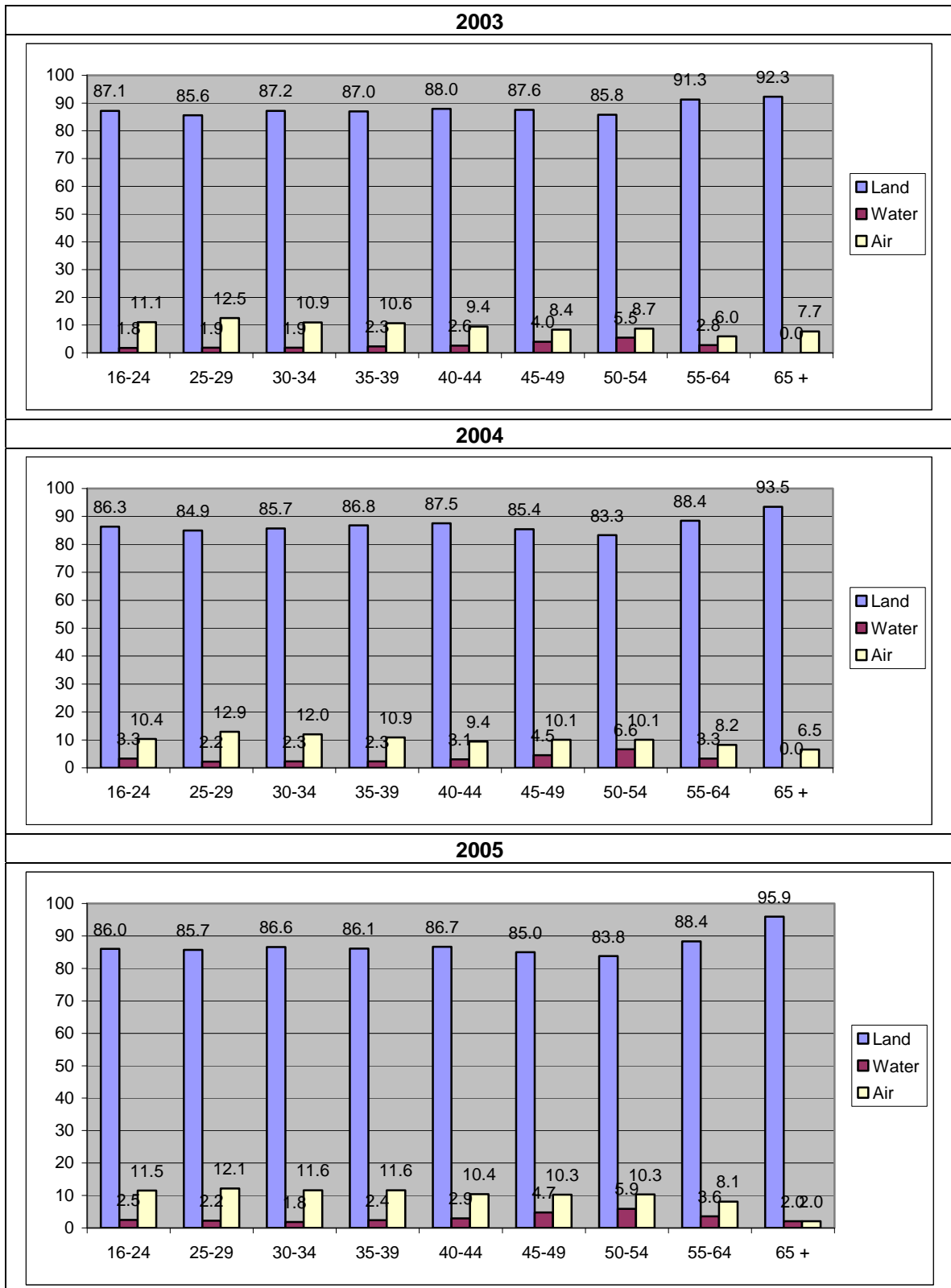
Figure 24: Percentage distribution by age of occupational accidents in transport (60+61+62) and in the total working population, 2006

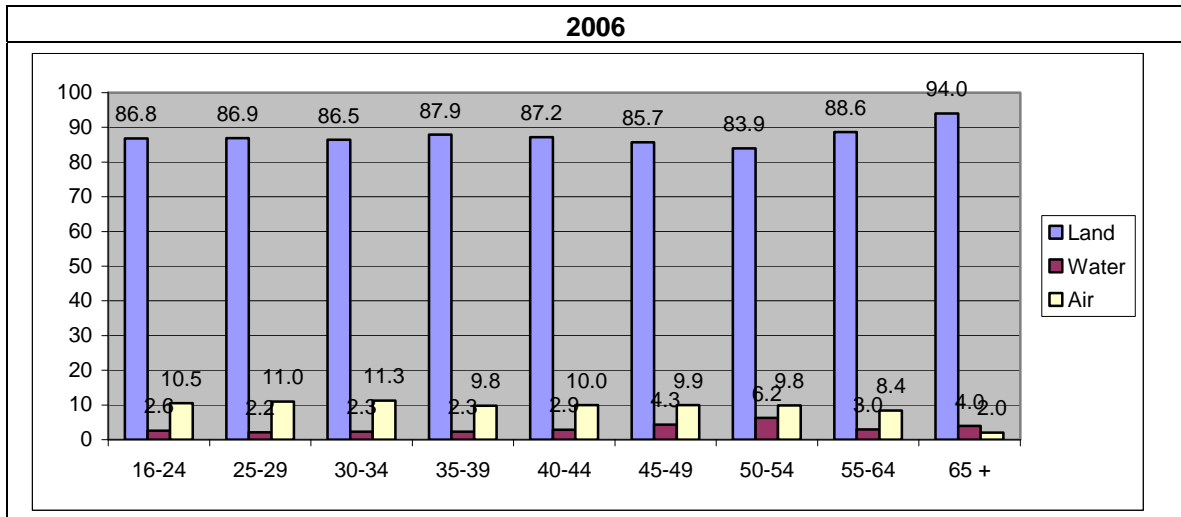


Source: Yearbook on Labour and Social Affairs Statistics.

The analysis by transport subsector reveals that occupational accidents in land transport represent approximately 90% of the total number of occupational accidents in transport. In recent years, an increasing trend has been observed in the number of occupational accidents in land transport across all age categories.

Figure 25: Percentage distribution by transport subsector and for each age group of total occupational accidents, 2003-2006

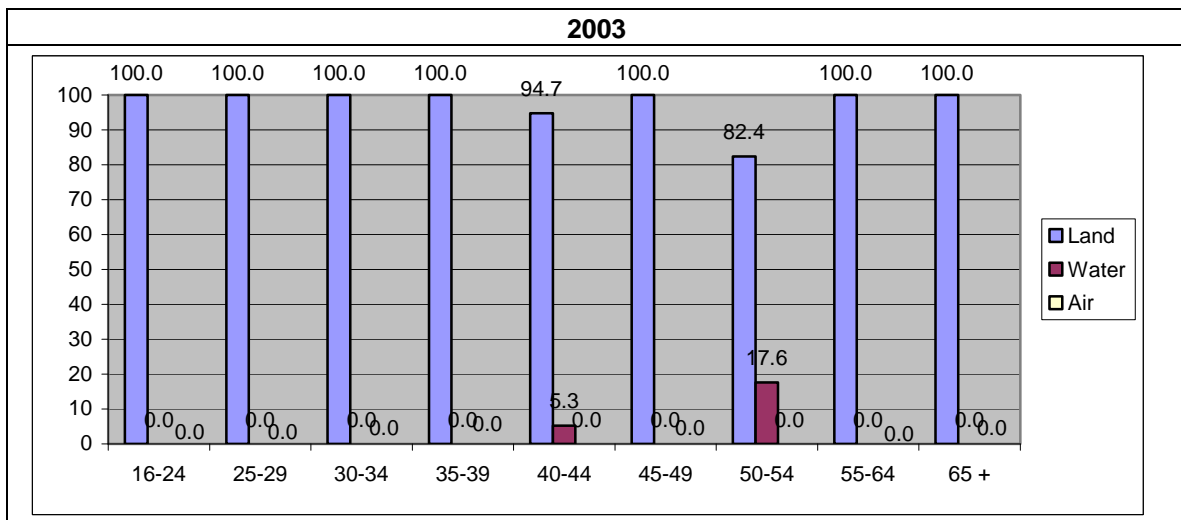




Source: Yearbook on Labour and Social Affairs Statistics.

Regarding fatal accidents, the interpretation of the percentage distribution by transport subsector requires caution as the absolute figures are significantly smaller, but in any case, a majority of fatal occupational accidents were reported by land transport.

Figure 26: Percentage distribution by transport subsector and for each age group of fatal occupational accidents, 2003-2006





Source: Yearbook on Labour and Social Affairs Statistics.

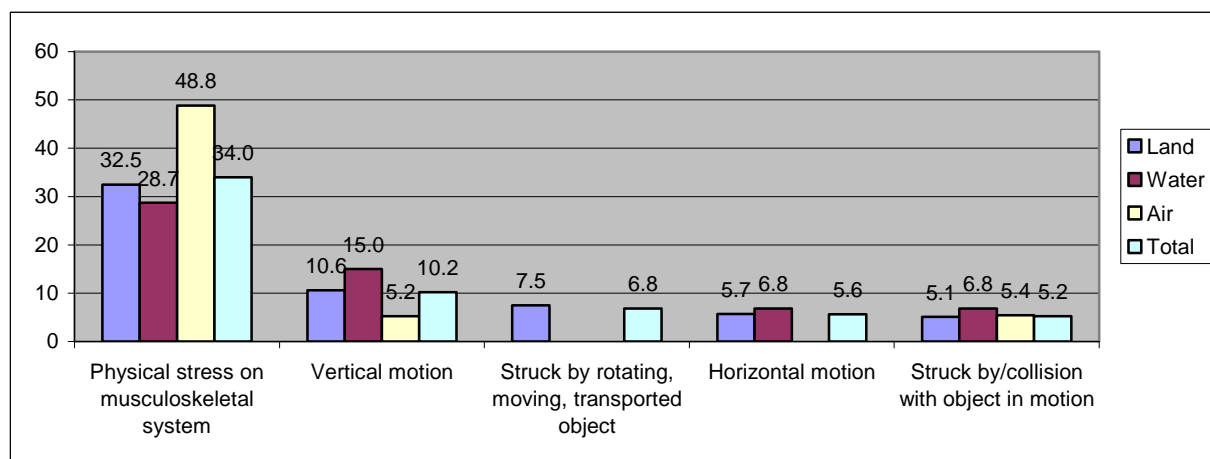
3.4.1.4 By cause

The most common type of accident in transport in Spain was due to physical stress on the muscular system, affecting 34% of transport workers in 2006. All three transport subsectors reported this as their most important cause of accident, the highest share corresponding to air transport: 48.8%.

Table 12: Main causes of occupational accidents –leading to at least one day absence- in transport, by transport subsectors, 2006.

	Land	Water	Air	Transport
Physical stress on musculoskeletal system	10,930	331	1,934	13,195
Vertical motion	3,571	173	207	3,951
Struck by rotating, moving, transported object	2,512			2,634
Horizontal motion	1,909	78		2,180
Struck by/collision with object in motion	1,715	78	213	2,006
Struck by falling object	1,708			
Contact with sharp, pointed, rough, coarse material agent		58		
Total	22,345	718	2,354	23,966

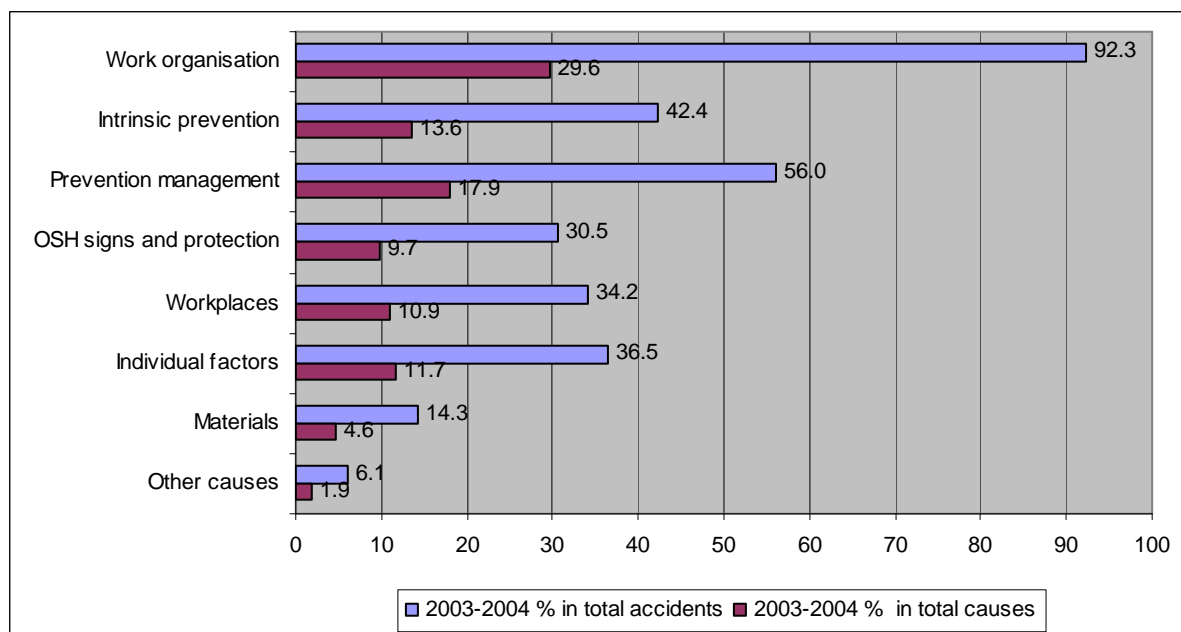
Source: Yearbook on Labour and Social Affairs Statistics.

Figure 27: Main causes of occupational accidents in transport, by transport subsectors, in % share over all occupational accidents, 2006.


Source: Yearbook on Labour and Social Affairs Statistics.

The 'Análisis cualitativo de la mortalidad por accidente de trabajo en España 2003-2004' (Qualitative Analysis of Deadly Work Accidents in Spain 2003-2004), published by the Spanish Ministry of Labour and Immigration and based on the occupational accidents and diseases database of the INSHT (Spanish National Institute of Safety and Hygiene at Work) presents the most important causes leading to occupational accidents in 2003-2004. When it comes to the causes of accidents, around 30% of all the causes were work organisation deficiencies. However, when analysing the actual accidents, work organisation deficiencies were present in 92.3% of the total accidents investigated¹. Approximately 17.9% of the total causes were prevention management deficiencies, which are present in 56% of the total accidents investigated.

¹ It has to be borne in mind that accidents may well be due to several causes at the same time. Hence, when adding up the % of total accidents, the total will exceed 100%.

Figure 28: Causes of occupational accidents investigated in Spain, all sectors, 2003-2004


Source: Qualitative Analysis of Deadly Work Accidents in Spain.

Note: The percentage shares of the total accidents exceed 100% due to the multiple causes of each accident.

3.4.2 Health problems

Occupational diseases, both those leading to work absence and not, are almost completely concentrated under 'Other kind of land transport', which mainly refers to road transport. Between 2000 and 2005 there were 1,631 cases of occupational diseases in transport, the number of cases having doubled from 155 in 2000 to 321 cases in 2005.

Table 13: Number of occupational diseases in transport, by transport subsector, 2000-2005.

	2000	2001	2002	2003	2004	2005	Total
601 Rail transport	5	5	26	6	12	1	55
602 Other kind of land transport	139	161	212	342	334	303	1,491
603 Transport through pipes	0	0	0	0	1	5	6
611 Transport overseas	4	5	6	11	6	4	36
612 Inland navigation	0	0	0	0	2	0	2
62 Air transport	7	3	14	4	5	8	41
Total	155	174	258	363	360	321	1,631

Source: Yearbook on Labour and Social Affairs Statistics.

As far as the actual diseases are concerned, around 90% of those registered in transport between 2000 and 2005 have been musculoskeletal disorders, followed at a significant distance by skin diseases, which make up around 5% of the total registered since 2000.

Table 14: Number of occupational diseases in transport, by type of disease, 2000-2005.

	2000	2001	2002	2003	2004	2005	Total
Diseases due to chemical agents	3	2	3	2	4	1	15
Skin diseases	12	9	9	16	16	15	77
Respiratory problems	2	2	0	5	2	3	14
Infectious diseases	0	1	3	0	3	2	9
Hypoacusis	5	1	5	3	6	3	23
Musculoskeletal disorders	133	156	234	336	328	296	1,483
Other diseases due to physical agents	0	0	1	0	1	1	3
Other diseases	0	3	3	1	0	0	7
Total	155	174	258	363	360	321	1,631

Source: Yearbook on Labour and Social Affairs Statistics.

In line with this, in the transport survey ISCIII 2005-2006 workers were asked about visits to medical doctors concerning health problems related to work. Almost 30% of the visits were related to backaches, while neck problems represented 13.5% of the visits. Other causes to go to the doctor made up less than 7%.

ANNEX

3.5 Legislation and policies

3.5.1 Legislation

3.5.1.1 Road Transport

- Orden FOM/2218/2008 de 23 de julio, por la que se aprueban las bases reguladoras de la concesión de ayudas a transportistas autónomos por carretera que abandonen la actividad. (BOE 29).
- Orden FOM/2185/2008 de 23 de julio, por la que se modifica la Orden FOM/734/2007, de 20 de marzo, en materia de autorizaciones de transporte de mercancías por carretera. (BOE 25).
- Orden FOM/2184/2008 de 23 de julio, por la que se modifica la Orden de 25 de abril de 1997, por la que se establecen las condiciones generales de contratación de los transportes de mercancías por carretera. (BOE 25).
- Orden FOM/2183/2008 de 23 de julio, por la que se modifica la Orden del Ministerio de Fomento de 23 de julio de 1997, en materia de autorizaciones de transporte discrecional y privado complementario de viajeros en autobús. (BOE 25).
- Orden FOM/2182/2008 de 22 de julio, sobre régimen tarifario de los servicios interurbanos de transporte público discrecional de viajeros en vehículos de turismo. (BOE 25).
- Orden FOM/2181/2008 de 22 de julio, por la que se dictan reglas sobre la realización de transportes de cabotaje en España. (BOE 25).
- Orden FOM/2180/2008 de 22 de julio, por la que se establece una cláusula de actualización automática de precios de los transportes públicos de viajeros por carretera. (BOE 25).
- Orden FOM/2039/2008 de 3 de julio, por la que se revisan las tarifas de los servicios públicos regulares interurbanos permanentes de uso general de transporte de viajeros por carretera. (BOE 12)
- Orden FOM/36/2008 de 9 de enero, por la que se desarrolla la sección segunda del capítulo IV del título V, en materia de arrendamiento de vehículos con conductor, del Reglamento de la Ley de Ordenación de los Transportes Terrestres, aprobado por Real Decreto 1211/1990, de 28 de septiembre. (BOE 27)
- ORDEN FOM/3689/2007 de 10 de diciembre, por la que se incluyen determinados transportistas en el ámbito de aplicación de la Orden FOM/3539/2007, de 16 de noviembre, por la que se aprueban las bases reguladoras de la concesión de ayudas a transportistas autónomos por carretera que abandonen la actividad en el año 2008. (BOE 18)
- REAL DECRETO 1032/2007 de 20 de julio, por el que se regula la cualificación inicial y la formación continua de los conductores de determinados vehículos destinados al transporte por carretera. (BOE 02-08)
- REAL DECRETO 902/2007 de 6 de julio, por el que se modifica el Real Decreto 1561/1995, de 21 de septiembre, sobre jornadas especiales de trabajo, en lo relativo al tiempo de trabajo de trabajadores que realizan actividades móviles de transporte por carretera. (BOE 18)
- REAL DECRETO 640/2007 de 18 de mayo, por el que se establecen excepciones a la obligatoriedad de las normas sobre tiempos de conducción y descanso y el uso del tacógrafo en el transporte por carretera (BOE 26)
- RESOLUCIÓN de 19 de abril de 2007, de la Dirección General de Transportes por Carretera, por la que se establecen los controles mínimos sobre las jornadas de trabajo de los conductores en el transporte por carretera (BOE 1-05)

- ORDEN FOM/734/2007 de 20 de marzo, por la que se desarrolla el Reglamento de la Ley de Ordenación de los Transportes Terrestres en materia de autorizaciones de transporte de mercancías por carretera. (BOE 28) (Modificada por la Orden FOM/2185/2008, de 23 de julio).
- REAL DECRETO 1225/2006 de 27 de octubre, por el que se modifica el Reglamento de la Ley de Ordenación de los Transportes Terrestres, aprobado por Real Decreto 1211/1990, de 28 de septiembre (BOE 15-11)
- ORDEN FOM/2924/2006 de 19 de septiembre, por la que se regula el contenido mínimo del informe anual para el transporte de mercancías peligrosas por carretera, por ferrocarril o por vía navegable (BOE 26)
- REAL DECRETO 551/2006 de 5 de mayo, por el que se regulan las operaciones de transporte de mercancías peligrosas por carretera en territorio español (BOE 12)
- ORDEN FOM/3947/2005 de 9 de diciembre, por la que se modifica la Orden de 25 de abril de 1997, por la que se establecen las condiciones generales de contratación de los transportes de mercancías por carretera (BOE 19). (Modificada por la Orden FOM/2184/2008, de 23 de julio).
- ORDEN FOM/3995/2005 de 9 de diciembre, por la que se modifica la ORDEN FOM/3743/2004, de 28 de octubre, por la que se aprueban las bases reguladoras de la concesión de ayudas a las sociedades de garantía recíproca que operen en el sector del transporte por carretera (BOE 21)
- ORDEN FOM/3669/2005 de 24 de noviembre, por la que se revisan las tarifas de los servicios públicos regulares interurbanos permanentes de uso general de transporte de viajeros por carretera (BOE 26)
- RESOLUCIÓN de 21 de noviembre de 2005, de la Dirección General de Transportes por Carretera, sobre la inspección y control por riesgos inherentes al transporte de mercancías peligrosas por carretera (BOE 30)
- REAL DECRETO 1202/2005 de 10 de octubre, sobre el transporte de mercancías perecederas y los vehículos especiales utilizados en estos transportes (BOE 21)
- RESOLUCIÓN de 1 de junio de 2005, de la Dirección General de Transportes por Carretera, por la que se convoca a las asociaciones profesionales de transportistas de empresas de actividades auxiliares y complementarias del transporte por carretera para que acrediten su representatividad con el fin de revisar la composición del Comité Nacional del Transporte por Carretera (BOE 10)
- ORDEN FOM/1353/2005 de 9 de mayo, por la que se regula el Comité Nacional del Transporte por Carretera (BOE 17)
- ORDEN FOM/1190/2005 de 25 de abril, por la que se regula la implantación del tacógrafo digital (BOE 3-5-05)
- ORDEN FOM/3743/2004 de 28 de octubre, por la que se aprueban las bases reguladoras de la concesión de ayudas a las sociedades de garantía recíproca que operen en el sector del transporte por carretera (Modificada por la OM FOM/3995/2005, 9-12) (BOE 16-11)
- ORDEN FOM/3574/2004 de 20 de octubre, por la que se aprueban las bases reguladoras de la concesión de ayudas para la formación en relación con el transporte por carretera (BOE 4-11)
- ORDEN FOM/605/2004 de 27 de febrero, sobre capacitación profesional de los consejeros de seguridad para el transporte de mercancías peligrosas por carretera, por ferrocarril o por vía navegable (BOE 09-03)
- RESOLUCIÓN de 27 de octubre de 2003, de la Dirección General de Transportes por Carretera, por la que se dictan reglas para el cumplimiento de lo dispuesto en el artículo 7 de la Orden FOM/3398/2002, de 20 de diciembre, por la que se establecen normas de control en relación con los transportes públicos de viajeros por carretera (BOE 13-11)

- LEY 29/2003 de 8 de octubre, sobre mejora de las condiciones de competencia y seguridad en el mercado de transporte por carretera, por la que se modifica, parcialmente, la Ley 16/1987, de 30 de julio, de Ordenación de los Transportes Terrestres (BOE 9)
- REAL DECRETO 1256/2003 de 3 de octubre, por el que se determinan las autoridades competentes de la administración general del estado en materia de transporte de mercancías peligrosas y se regula la comisión para la coordinación de dicho transporte (BOE 10)
- ORDEN FOM/238/2003 de 31 de enero, por la que se establecen normas de control en relación con los transportes públicos de mercancías por carretera (BOE 13-02)
- ORDEN FOM/3399/2002 de 20 de diciembre, por la que se establece un certificado de conductor para la realización de la actividad de transporte por conductores de terceros países (BOE 9-1-03)
- ORDEN FOM/3398/2002 de 20 de diciembre, por la que se establecen normas de control en relación con los transportes públicos de viajeros por carretera (BOE 9-1-03)
- REAL DECRETO 894/2002 de 30 de agosto, por el que se modifica el Real Decreto 443/2001, de 27 de abril, sobre condiciones de seguridad en el transporte escolar y de menores (BOE 31)
- REAL DECRETO 366/2002 de 19 de abril, por el que se modifica parcialmente el Reglamento de la Ley de ordenación de los transportes terrestres (BOE 8-5)
- ORDEN de 12 de diciembre de 2001, sobre confección de cuadros tarifarios en euros y establecimiento de normas de pago en relación con los servicios públicos regulares permanentes de uso general de transporte de viajeros por carretera (BOE 24)
- REAL DECRETO 1010/2001 de 14 de septiembre, por el que se determinan las autoridades competentes en materia de transporte de mercancías perecederas y se constituye y regula la comisión para la coordinación de dicho transporte (BOE 25-9)
- ORDEN de 26 de junio de 2001, por la que se modifica parcialmente el régimen jurídico de las autorizaciones de transporte de mercancías y viajeros por carretera (BOE 6-7)
- REAL DECRETO 443/2001 de 27 de abril, sobre condiciones de seguridad en el transporte escolar y de menores (Modificado por RD 894/2002, 30-8. La STS de 11 de abril de 2003 ha declarado nulo el párrafo 2º del artículo 14. En lo que afecta al uso del cinturón de seguridad modificado por el RD 965/2006, de 1-9, por el que se modifica el Reglamento general de circulación) (BOE 2-5)
- ORDEN de 30 de marzo 2001, por la que se establecen normas para la realización por las juntas arbitrales del transporte de funciones de depósito y enajenación de mercancías (BOE 14-4)
- LEY 14/2000 de 29 de diciembre, de Medidas fiscales, administrativas y del orden social (texto de la disposición adicional vigésima cuarta) (BOE 30)
- ORDEN de 18 de diciembre de 2000, por la que se revisan las tarifas de los servicios públicos regulares interurbanos permanentes de uso general de transporte de viajeros por carretera y se dictan reglas para su aplicación (Sólo vigentes los apartados sexto, séptimo y octavo) (BOE 22)
- ORDEN de 21 de julio de 2000, por la que se desarrolla el Reglamento de la Ley de ordenación de los transportes terrestres, en materia de agencias de transporte de mercancías, transitarios y almacenistas-distribuidores (BOE 3-8)
- RD-L 4/2000 23-6, de Medidas Urgentes de Liberalización en el Sector Inmobiliario y Transportes. (Sólo artículo 2). (BOE 24)
- ORDEN de 4 de abril de 2000, por la que se desarrolla el capítulo IV del título IV del Reglamento de la Ley de ordenación de los transportes terrestres, en materia de otorgamiento de autorizaciones de transporte internacional de mercancías por carretera (Modificada por OM de 26-06-01) (BOE 13)
- ORDEN de 28 de febrero de 2000, por la que se modifica parcialmente la Orden de 24 de agosto de 1999 por la que se desarrolla el Reglamento de la Ley de ordenación de los

transportes terrestres en materia de autorizaciones de transporte de mercancías por carretera (Modificada por OM de 26-06-01) (BOE 9-3)

- REAL DECRETO 1830/1999 de 3 de diciembre, por el que se modifica parcialmente el Reglamento de Ordenación de los Transportes Terrestre (BOE 18)
- REAL DECRETO 1566/1999 de 8 de octubre, sobre los consejeros de seguridad para el transporte de mercancías peligrosas por carretera, por ferrocarril o por vía navegable (BOE 20)
- ORDEN de 28 de mayo de 1999, por la que se desarrolla el capítulo primero del título II del Reglamento de la Ley de ordenación de los transportes terrestres, en materia de expedición de certificados de capacitación profesional (Modificada por OM de 26-06-01) (BOE 11-6)
- ORDEN de 6 de mayo de 1999, por la que se desarrolla el capítulo IV del título IV del Reglamento de la Ley de ordenación de los transportes terrestres en materia de otorgamiento de autorizaciones de transporte internacional de viajeros por carretera (Modificada por OM de 26-06-01) (BOE 13)
- ORDEN de 18 de septiembre de 1998, por la que se dictan normas complementarias en materia de autorizaciones de transporte por carretera (Modificada por OM de 26-06-01) (BOE 1-10)
- ORDEN de 3 de septiembre de 1998, por la que se desarrolla el Reglamento de la Ley de ordenación de los transportes terrestres, aprobado por el Real Decreto 1211/1990, de 28 de septiembre, en materia de transporte sanitario por carretera (BOE 8)
- REAL DECRETO 927/1998 de 14 de mayo, por el que se modifica parcialmente el Reglamento de la Ley de Ordenación de los Transportes Terrestres. (BOE 26)
- REAL DECRETO 619/1998 de 17 de abril, por el que se establecen las características técnicas, el equipamiento sanitario y la dotación de personal de los vehículos de transporte sanitario por carretera (BOE 28)
- Ley 66/97 30-12, de Medidas fiscales, administrativas y de orden social (sólo artículos 105 y 106) (BOE 31)
- RESOLUCIÓN de 31 de julio de 1997, de la Dirección General de Ferrocarriles y Transportes por Carretera, mediante la que se establecen las características de la relación informatizada de socios que deben acompañar las cooperativas de transportistas y sociedades de comercialización a sus solicitudes de inscripción o modificación registral (BOE 18-8)
- ORDEN de 23 de julio de 1997, por la que se desarrolla el Reglamento de la Ley de ordenación de los transportes terrestres en materia de autorizaciones de transporte discrecional y privado complementario de viajeros en autobús (BOE 31). (Modificada por Real Decreto 1830/1999, de 3 de diciembre, por Orden Ministerial de 26 de junio de 2001 y por Orden FOM/2183/2008, de 23 de julio).
- ORDEN de 23 de julio de 1997, por la que se desarrolla el Reglamento de la Ley de ordenación de los transportes terrestres en materia de cooperativas de transportistas y sociedades de comercialización (Modificada por RD 1830/1999, 3-12) (BOE 30)
- Real Decreto 1136/97 de 11 de julio, por el que se modifica parcialmente el Reglamento de la Ley de Ordenación de los Transportes Terrestres. (BOE 23)
- REAL DECRETO 1041/1997 de 27 de junio, por el que se establecen las normas relativas a la protección de los animales durante su transporte (BOE 9-7)
- ORDEN de 25 de abril de 1997, por la que se establecen las condiciones generales de contratación de los transportes de mercancías por carretera (BOE 7-5) (Modificada por la Orden FOM/3947/2005, de 9 de diciembre y por la Orden FOM/2184/2008, de 23 de julio).
- Ley 13/96 30-12, de Medidas Fiscales, Administrativas y de Orden Social. (Artículos 27, 162 y 163) (BOE 31)
- RESOLUCIÓN de 9 de febrero de 1996, de la Dirección General del Transporte Terrestre, por la que se establecen reglas de coordinación en materia de tramitación de autorizaciones de

transporte por carretera y de actividades auxiliares y complementarias del transporte (BOE 23)

- RESOLUCIÓN de 19 de septiembre de 1995, de la Dirección General del Transporte Terrestre, sobre realización del visado de las autorizaciones de transporte y de actividades auxiliares y complementarias del transporte (BOE 2-10)
- ORDEN de 20 de julio de 1995, por la que se desarrolla el Reglamento de la Ley de ordenación de los transportes terrestres en materia de arrendamiento de vehículos sin conductor (Parcialmente derogada por L. 13/96, 30-12) (BOE 2-8)
- ORDEN de 20 de junio de 1995, por la que se modifican los regimenes de suspensión y de rehabilitación de las autorizaciones de transporte por carretera y de sus actividades auxiliares y complementarias (BOE 1-7)
- REAL DECRETO 1772/1994 de 5 de agosto, por el que se adecuan determinados procedimientos administrativos en materia de transportes y carreteras a la ley 30/1992, de 26 de noviembre, de régimen jurídico de las administraciones publicas y del procedimiento administrativo comun (BOE 20)
- LEY 11/1994 de 19 de mayo, por la que se modifican determinados articulos del estatuto de los trabajadores, y del texto articulado de la ley de procedimiento laboral y de la ley sobre infracciones y sanciones en el orden social (BOE 23)
- REAL DECRETO 858/1994, de 29 de abril por el que se modifica el Reglamento de la Ley de Ordenación de los Transportes Terrestres en materia de arrendamiento de vehículos sin conductor. (BOE 18-5)
- ORDEN de 30 de septiembre de 1993, por la que se establecen normas especiales para determinados transportes combinados de mercancías entre estados miembros de la CEE (BOE 14-10)
- ORDEN de 4 de febrero de 1993, por la que se desarrolla el Reglamento de la Ley de ordenación de los transportes terrestres en materia de autorizaciones de transporte discrecional de viajeros por carretera (Modificada por OM 20-6-95 y por OM de 26-06-01, y parcialmente derogada por L. 13/96, 30-12 y por OM 23-7-97) (BOE 16 rect. 11-3)
- ORDEN de 3 de diciembre de 1992, por la que se determinan condiciones esenciales de las autorizaciones de transporte publico de mercancías y de agencias de transportes, a efectos de lo dispuesto en el articulo 200, en relación con el 198, c) y 201.6, del Reglamento de ordenación de los transportes terrestres (BOE 18)
- RESOLUCIÓN de 23 de julio de 1991, de la Dirección General de Transporte Terrestre, para la aplicación de la Orden de 25 de octubre de 1990, por la que se regulan los distintivos de los vehículos que realizan transportes (BOE 8-8)
- ORDEN de 25 de octubre de 1990, sobre documentos de control en relación con el transporte de viajeros y las actividades auxiliares y complementarias del mismo (BOE 30)
- REAL DECRETO 1211/1990 de 28 de septiembre, por el que se aprueba el Reglamento de la Ley de Ordenación de los Transportes Terrestres. (ROTT) (Modificado por RD 858/1994, 29-4, por RD 1136/97, 11-7, por RD 927/98, 14-5, por RD 1830/99, 3-12 y por RD 1225/2006, 27-10. Parcialmente derogado por L 13/96, 30-12. Los títulos VII y VIII han sido afectados sustancialmente por la Ley 39/2003, 17-11, del Sector Ferroviario y sus normas de desarrollo) (BOE 8-10)
- RESOLUCIÓN de 30 de mayo de 1988, de la Dirección General de Transportes Terrestres, por la que se dictan normas de procedimiento en los expedientes de sustitución de concesiones de transporte regular de viajeros por carretera, regulada por Orden de 14 de abril de 1988 (BOE 10-6)
- RESOLUCIÓN de 19 de abril de 1988, de la Dirección General de Transportes Terrestres, por la que se fijan los justificantes que deben aportar las asociaciones de empresas de transporte de viajeros por carretera para poder informar en los expedientes regulados por Orden de 14 de abril de 1988 (BOE 2-5)

- ORDEN de 14 de abril de 1988, de sustitución de concesiones de transporte regular de viajeros por carretera (BOE 18)
- LEY ORGANICA 5/87 de 30 de julio, de delegación de facultades del Estado en las Comunidades Autonomas en relación con los transportes por carretera y por cable (BOE 31)
- LEY 16/87 de 30 de julio, de Ordenación de los Transportes Terrestres (LOTT) (Modificada por: L 13/96, de 30-12; L 66/97, de 30-12; RDL 6-98, de 5-6; RDL 4/2000, 23-06; L 14/00, de 29-12; L 24/2001, de 27-12, L 29/2003, de 8-10 y por L 39/2003, de 17-11.) (En relación con el contenido del título VI debe tenerse en cuenta la normativa de la Dirección General de Ferrocarriles) (BOE 31)
- REAL DECRETO 635/1984 de 26 de marzo, sobre garantía de prestación de servicios mínimos en materia de transportes por carretera (BOE 2-4)
- REAL DECRETO 763/1979 de 16 de marzo, por el que se aprueba el Reglamento nacional de los servicios urbanos e interurbanos de transportes en automóviles ligeros (BOE 13-4)
- ORDEN de 10 de abril de 1973, por la que se regulan los servicios discrecionales de transporte por carretera que se efectúen desde Andorra (BOE 30)
- ORDEN de 3 de agosto de 1950, por la que se señalan normas para la aplicación de tarifas en los servicios de facturación de equipajes y encargos en las estaciones destinadas a concentrar las llegadas y salidas de vehículos adscritos a los servicios públicos de transporte por carretera (BOE 20)
- ORDEN de 27 de febrero de 1946, por la que se dispone lo necesario para la concesión de pases en las explotaciones de servicios públicos de transporte de viajeros por carretera (BOE 12-3)
- Orden Ministerial 9-3-42, dictando con carácter general las normas de aplicación del beneficio de la reducción de precio en favor de las familias numerosas en los billetes de ferrocarriles (BOE 30)
- Decreto 7-7-36, por el que se aprueba el Reglamento Sanitario de los transportes terrestres (G.11 rect. 14)

Railway transport

- LEY 39/2003 de 17 de noviembre, del Sector Ferroviario (BOE 315, de 31 de diciembre de 2004).
- REAL DECRETO 2387/2004 de 30 de diciembre, por el que se aprueba el Reglamento del Sector Ferroviario (BOE 315, de 31 de diciembre de 2004).

Air safety

- Ley 48/1960 de 21 de julio, sobre Navegación Aérea. (LNA)
- Ley 113/69 de 30 de diciembre, modifica los arts. 33 y 130 de la LNA. (BOE 313, de 31 de diciembre de 1969).
- Ley Orgánica 1/1986 de 8 de enero, por la que se suprime la Jurisdicción Penal Aeronáutica y se adecuan las penas por infracciones aeronáuticas - deroga la Disposición Final 4ª LNA en lo que se refiere a la Comisión de Codificación Aeronáutica y al Decreto 10/2/40 modificado por Decreto 11/8/53. (BOE 12, de 14 de enero).
- Ley 13/1996 de 30 de diciembre, de Medidas Fiscales, administrativas y del orden social. Su art. 166 hace referencia al art. 39 LNA y regula las Zonas de Servicio y Planes Directores en los Aeropuertos de interés general. (BOE 315, de 31 de diciembre).
- Real Decreto-Ley 6/1999 de 10 de abril. Su artículo 3 modifica los arts. 59.1 y 60.1 de la LNA. (BOE, 92, de 17 de abril).
- Ley 55/1999 de 30 de diciembre, de medidas fiscales, administrativas y del orden social, que modifica los arts. 36 y 145 de LNA, añade un segundo apartado a su art. 151 y una Disposición Adicional Única a la LNA. (BOE 312, de 30 diciembre).
- R.D. 37/2001 de 19 de enero, por el que se actualiza las cuantías de las indemnizaciones por daños previstas en la LNA y deroga el RD 2333/1983. (BOE 29, de 2 de febrero).

- Ley 53/2002 de 30 de diciembre, de Medidas Fiscales, Administrativas y del Orden Social. Su artículo 100 modifica el artículo 43 de la LNA. (BOE 313, de 31 de diciembre).
- Ley 21/2003 de 7 de julio, de Seguridad Aérea. La disposición adicional segunda y la disposición derogatoria única modifican la LNA. (BOE. nº 162, de 8 de julio de 2003).
- Ley 209/1964 de 24 de diciembre ley Penal y Procesal de la Navegación Aérea (BOE. nº 311, de 28 de diciembre de 1964).
- REAL DECRETO 184/2008 de 8 de febrero, por el que se aprueba el Estatuto de la Agencia Estatal de Seguridad Aérea. (BOE 39, de 14 de febrero de 2008).

2.5.1.4. Merchant Marine

- **Convenio internacional para la seguridad de la vida humana en el mar (SOLAS)**, hecho en Londres el 1 de noviembre de 1974. (BOE número 144, 145 y 146, de 16, 17 y 18 de junio de 1980, con corrección de errores en BOE número 221, de 13 de septiembre de 1980 y nº 65, de 17 de marzo de 1983).
 - **Protocolo de 1978 al Convenio SOLAS**, hecho en Londres el 17 de febrero de 1978. Instrumento de adhesión de 9 de abril de 1980 del protocolo de 17 de febrero de 1978 (BOE número 106, de 4 de mayo de 1981, con corrección de errores de BOE número 279 de 21 de noviembre de 1986).
 - **Protocolo de 1988 al Convenio SOLAS**, hecho en Londres el 11 de noviembre de 1988. (BOE 30 septiembre 1999).
- **Código internacional para la construcción y el equipo de buques que transporten productos químicos peligrosos a granel (Código CGRQ)**, aprobado el 12 de octubre de 1971 por Resolución A.212 (VII). (En virtud del MARPOL 73/78). (BOE 10 diciembre 1999).
- **Código internacional para quimiqueros (Código CIQ)**, aprobada por Resolución MSC.4(48), de 17 junio 1983. (En virtud del SOLAS 1974 y MARPOL 73/78). (BOE del 11 al 13 de junio de 1986).
- **Código internacional para la construcción y equipo de buques que transporten gases licuados a granel (Código CIG)**, aprobado por el Comité de Seguridad Marítima el 17 de junio de 1983. (En virtud del SOLAS 1974). (BOE número 140 y 141 de 12 y 13 de junio de 1986).
- **Código marítimo internacional de Mercancías Peligrosas (CODIGO IMDG)**, edición refundida de 1986, publicado por Resolución de 7 de octubre de 1988 ((BOE número 258, de 27 de octubre de 1988-Suplemento).
 - Enmiendas (IMDG) a la edición refundida de 1986, publicadas por resolución de 14 de agosto de 1989 (BOE número 237, de 3 de octubre de 1989-Suplemento).
 - Edición refundida de 1996 del IMDG que incorpora todas las enmiendas hasta la enmienda 28-96, aplicable a partir de 1 enero 1997. (BOE 15 julio 1997)
 - Enmienda 29-98 al Código IMDG, adoptadas en Londres el 20 de mayo de 1998. (BOE 21 mayo 1999)
 - Enmienda 30-00 aplicable a partir del 1 de enero 2001, adoptada en Londres el 26 de mayo de 2000. Hasta el 31 de diciembre 2001 se podrá emplear indistintamente el texto de la enmienda anterior compuesta por las enmiendas 27-94, 28-96 y 29-98, y el de la nueva enmienda 30-00. (BOE 20 julio 2001).
- **Código internacional para el transporte de grano a granel (CODIGO GRANO)**, aprobado por el Comité de Seguridad Marítima el 23 de mayo de 1991, mediante Resolución MSC.23(59). (BOE número 155, de 30 de junio de 1994).
- **Código internacional de Dispositivos de Salvamento (Código IDS)**, adoptado por el Comité de Seguridad Marítima por Resolución MSC.48(66). (BOE 17 noviembre 1998).
- **Código de Gestión de Seguridad (Código ISM/CGS)**, aprobado por Resolución A.741 (18), adoptada el 4 de noviembre de 1993, por la Conferencia de los Gobiernos Contratantes del Convenio SOLAS. (BOE 22 de mayo 1998).

- **Código internacional de seguridad para las naves de gran velocidad (CODIGO NGV)**, aprobadas por Resolución MSC.36(63), el 20 de mayo de 1994. (BOE 22 mayo 1998)
- **Real Decreto 1661/1982, de 25 de junio, por el que se declaran de aplicación a los buques españoles de los preceptos del convenio internacional para la seguridad de la vida humana en el mar, 1974 y su Protocolo de 1978.** (BOE número 176, de 24 de julio de 1982).
- Orden de 10 de junio de 1983, sobre **normas complementarias de aplicación al Convenio internacional para la seguridad de la vida humana en el mar, 1974, y su Protocolo de 1978.** (BOE número 233, 234 y 235, de 29 y 30 de septiembre y 1 de octubre de 1983 y nº 43, 44, 45, 46, 47, 48 y 49, de 19, 20, 21, 22, 24, 25)
- Orden de 26 de febrero de 1986, sobre **normas complementarias de aplicación al Convenio internacional para la seguridad de la vida humana en el mar, 1974, y su Protocolo de 1978.** (BOE número 141, de 13 de junio de 1986 y con corrección de errores nº 215, de 8 de septiembre de 1986).
- Orden de 16 de diciembre de 1987, sobre **raciones alimenticias a bordo de botes y balsas salvavidas.** (BOE número 307, de 24 de diciembre de 1987).
- Orden de 11 de junio de 1991, por la que se establecen **signos y carteles relacionados con dispositivos y medios de salvamento.** (BOE número 154, de 28 de junio de 1991).
- Orden de 14 de julio de 1964, por la que se fija el **cuadro indicador de tripulaciones mínimas para buques mercantes y de pesca.** (BOE número 170, de 16 de julio de 1964, núm. 229, de 23 de septiembre de 1964 y 222, de 16 de septiembre de 1975).
- **Convenio internacional sobre líneas de carga**, firmado en Londres el 5 de abril de 1966.(BOE número 192, de 10 de agosto de 1968, con corrección de errores en BOE número 258 de 26 de octubre de 1968 y 209, de 1 de septiembre de 1982).
 - - Protocolo de 1988 al Convenio LINEAS DE CARGA, hecho en Londres el 11 de noviembre. (BOE 29 septiembre 1999).
- Orden de 30 de marzo de 1982, sobre la **adopción de la regla equivalente a la regla 27 del Convenio internacional sobre líneas de carga.** (BOE número 89, de 14 de abril de 1982, con corrección de errores en BOE número 110, de 8 de mayo de 1982).
- Orden de 24 de febrero de 1983, sobre **adopción de un cuaderno formulario de la información de las condiciones de asignación del francobordo.**(BOE número 243, de 11 de octubre de 1983).
- **Convenio internacional sobre seguridad de los contenedores**, hecho en Ginebra el 2 de diciembre de 1972. (BOE número 219, de 13 de septiembre de 1977).
 - Enmiendas de 2 de abril de 1981 al anejo I relativas a las disposiciones transitorias relativas a las placas de aprobación. (BOE número 203 de 25 de agosto de 1982).
 - Enmiendas de 17 mayo 1991 aprobadas por Resolución MCS.20 (59). (BOE 27 enero 1995)
- Orden de 14 de julio de 1964, por la que se fijan las **condiciones a que ha de ajustarse la utilización de embarcaciones tipo "Hidroalas".**(BOE número 170, de 16 de julio de 1964).
- Orden de 29 de julio de 1970, sobre **normas de estabilidad de buques de carga y pasaje menores de 100 metros de eslora.** (BOE número 197, de 18 de agosto de 1970, con corrección de errores en BOE número 236, de 2 de octubre de 1970).
- Orden de 22 de mayo de 1974, sobre **normas de estabilidad de los buques de eslora menor de 100 metros que transporten cubiertas de madera.** (BOE número 144, de 17 de junio de 1974, con corrección de errores en BOE número 165, de 11 de julio de 1974)
- Orden de 16 de marzo de 1979, sobre **normas de estabilidad para buques de suministro de las plataformas de perforación en alta mar.** (BOE número 91, de 16 de abril de 1979 con corrección de errores en BOE número 138, de 9 de junio de 1979).
- Decreto 3384/1971, de 28 de octubre, sobre **revisión del Reglamento de reconocimiento de buques y embarcaciones mercantes.**(BOE número 64 y 65, de 15 y 16 de marzo de

1972). Derogado parcialmente por Real Decreto 1837/2000, de 10 de Noviembre, por el que se aprueba el **Reglamento de inspección y certificación de buques civiles**. (BOE 28 noviembre 2000). Algunos de los preceptos que se mantienen vigentes ven reducido su rango reglamentario al de Orden.

- Real Decreto 1253/1997 de 24 de julio sobre condiciones mínimas exigidas a los buques que transporten **mercancías peligrosas o contaminantes con origen o destino en puertos marítimos nacionales**. (B.O.E. 19/08/1997) Incorpora las **Directivas 93/75, 96/39 y 97/34**.
- Real Decreto 2662/1998 de 11 de diciembre, sobre reglas y estándares comunes para las organizaciones de **inspección y control de buques y para las actividades correspondientes de la Administración marítima**. (B.O.E. 19/12/1998) Incorpora las Directivas 94/57 y 97/58.
- Orden de 31 de julio de 1992, por la que **se establecen los certificados de especialidad en seguridad marítima** y se modifica determinados aspectos de los certificados de lucha contra incendios y supervivencia en la mar (primer y segundo nivel), establecidos por la Orden de 29 de marzo de 1990. (BOE 200, de 20 de agosto de 1992).
- Real decreto 438/1994, de 11 de marzo, por el que se regula las instalaciones de recepción de residuos oleosos procedentes de los buques (BOE 84 de 8/4/1994)
- Resolución A.739(18), adoptada el 4 de noviembre de 1993 por la Conferencia de los Gobiernos Contratantes del Convenio SOLAS, sobre Directrices relativas a la autorización de las organizaciones que actúen en nombre de la Administración. (BOE 22 mayo 1998).
- Real Decreto 701/1999 de 30 de abril, por el que se modifica el Real Decreto 1253/1997 sobre **condiciones mínimas exigidas a los buques que transporten mercancías peligrosas o contaminantes con origen o destino en puertos marítimos nacionales**. (B.O.E. 144/05/1999) Incorpora las Directivas 98/55 y 98/74.
- Real Decreto 768/1999 de 7 de mayo por el que se aprueba el Reglamento para el control del cumplimiento de la normativa internacional sobre **seguridad marítima, prevención de la contaminación y condiciones de vida y de trabajo en los buques extranjeros que utilicen puertos o instalaciones situadas en aguas jurisdiccionales españolas**. (B.O.E. 21/05/1999) Incorpora las Directivas 95/21, 96/40, 98/25 y 98/42 y deroga el Real Decreto 1621/1997.
 - Real Decreto 1828/2000, de 3 de Noviembre, por el que se modifica el Reglamento para el control del cumplimiento de la normativa internacional sobre seguridad marítima, prevención de la contaminación y condiciones de vida y trabajo en los buques extranjeros que utilicen puertos o instalaciones situados en aguas jurisdiccionales españolas, aprobado por el Real Decreto 768/1999, de 7 de mayo. (BOE 4 noviembre 2000).
- Real Decreto 809/1999 de 14 de mayo por el que se regulan los **requisitos que deben reunir los equipos marinos destinados a ser embarcados en los buques**, en aplicación de la Directiva 96/98, modificada por la 98/85. (B.O.E. 29/05/1999)
 - Orden de 12 de diciembre de 2001, por el que se actualizan las condiciones técnicas del Real Decreto 809/1999, de 14 de mayo, por el que se regulan los requisitos que deben reunir los equipos marinos destinados en los buques. (BOE 21 diciembre 2001).
- Real Decreto 1032/1999 de 18 de junio por el que se determinan las **normas de seguridad a cumplir por los buques pesqueros de eslora igual o superior a 24 metros**. (B.O.E. 1/07/1999) Incorpora las Directivas 97/70 y 99/19.
- Orden Ministerial de 23 de junio de 1999 por la que se establecen determinadas **prescripciones a cumplir por los buques de pasaje**, en aplicación del Real Decreto 665/1999 por el que se regula el registro de las personas que viajan a bordo de los buques de pasaje. (B.O.E. 2/07/1999)
- Real Decreto 1247/1999 de 16 de julio sobre **reglas y normas seguridad aplicables a buques de pasaje que realicen travesías entre puertos españoles**. (B.O.E. 6 de agosto de 1999) Incorpora la Directiva 98/18.

- Real Decreto 1907/2000, de 24 de Noviembre, por el que se aprueba el Reglamento sobre Reconocimientos Obligatorios para Garantizar la Seguridad de la Navegación de Determinados **Buques de Pasaje**. (BOE 25 noviembre 2000).
- Real Decreto 1837/2000, de 10 de Noviembre, por el que se aprueba el **Reglamento de inspección y certificación de buques civiles**. (BOE 28 noviembre 2000). Deroga parcialmente al Decreto 3384/1971, de 28 de octubre, sobre **revisión del Reglamento de reconocimiento de buques y embarcaciones mercantes**. Asimismo reduce al rango de Orden algunos de los preceptos que se mantienen vigentes.
 - Ley 14/2000, de 29 de diciembre, de Medidas Fiscales, Administrativas y del Orden Social. **Artículo 12**: "Tasas por la prestación de servicios por la Dirección General de la Marina Mercante". **Artículo 75**: "Modificación de la Ley 27/1992, de 24 de noviembre de Puertos del Estado y de la Marina Mercante"(Añade un nuevo apartado, el 13, al artículo 120 de la Ley, coste hora inspección buques inmovilizados por inspecciones). **Disposición adicional vigésima novena**: "Régimen jurídico aplicable a la resolución administrativa en determinadas materias (Incluye varios procedimientos de la Ley 27/1992, exceptuados del silencio positivo según el art.43.2 de la Ley 30/1992,: permiso construcción, certificados....). **Disposición derogatoria única**: Dos. se deroga la tasa "Honorarios del Cuerpo de Ingenieros Navales" creada por la Ley 74/1962, de 24 de diciembre, y desarrollada por Decreto 4291/1964, de 17 de diciembre.(BOE 30 diciembre 2000).
 - Resolución de 31 de julio de 2001, de la Subsecretaria, sobre delegación de competencias del Reglamento de Inspección y Certificación de Buques Civiles en el Subdirector General de Inspección Marítima y en los Capitanes Marítimos de primera de la Dirección General de la Marina Mercante. (BOE 11 agosto 2001).
 - Resolución de 31 de julio de 2001, de la Dirección General de la Marina Mercante, sobre delegación de competencias del Reglamento de Inspección y Certificación de Buques Civiles del Subdirector General de Inspección Marítima y en los Capitanes Marítimos de primera de la Dirección General de la Marina Mercante. (BOE 16 octubre 2001).
 - Corrección de errores de la Resolución de 31 de julio de 2001, de la Dirección General de la Marina Mercante, sobre delegación de competencias del Reglamento de Inspección y Certificación de Buques Civiles del Subdirector General de Inspección Marítima y en los Capitanes Marítimos de primera de la Dirección General de la Marina Mercante. (BOE 20 noviembre 2001)
 - Orden de 21 de diciembre de 2001, por el que se determina el coste de la hora de inspección a los buques mercantes. Ver apartado el 13, al artículo 120 de la Ley 27/1992, de 24 de diciembre, coste hora inspección buques inmovilizados por inspecciones. (BOE 4 enero 2002).
 - Ley 24/2001, de 27 de diciembre, de Medidas Fiscales, Administrativas y del Orden Social. **Artículo 25**: "Tasas por los Servicios de Inspección y Control de la Marina Mercante. **Artículo 69**: "Modificación de la disposición adicional vigésima novena de la Ley 14/2000, de 29 de diciembre, de Medidas Fiscales, Administrativas y del Orden Social". (BOE 31 diciembre 2001).
- Real Decreto 259/2002, de 8 de marzo, por el que se actualizan las medidas de seguridad en la utilización de las motos náuticas. (BOE 12 marzo 2002).
 - Corrección de errores,(BOE 10 abril 2002).
- Real Decreto 1256/2003, de 3 de octubre, por el que se determinan las **autoridades competentes de la Administración General del Estado en materia de transporte de mercancías peligrosas** y se regula la comisión para la coordinación de dicho transporte. (BOE 10 octubre 2003).

3.5.2 Policies

3.5.2.1 Road Transport

Corresponds to the Road Transport Inspection Bureau.

- Development and coordination of general action plans for inspection services.
- The inspection and control of regulatory norms for road transport, and complementary and auxiliary activities, with special attention on:
 - The control of access conditions to the profession of transport worker/hauler. General control of necessary requisites for authorisation to carry out this activity, aiming to eradicate clandestine transport services.
 - Control of concessionary obligations for scheduled services.
 - Control of maximum authorised cargo weights
 - Control of possible manipulations of tachograph and other control instruments.
 - Control of driving/rest times.
 - Control of international transport.
 - Control of school and children's transport.
 - Inspection Planning in coordination with the Autonomous Regions.
- Initiation and instruction in sanction procedures

3.5.2.2 Railway transport

Specific guidelines for the development of railway policy

- Consolidation of the reform of the sector and development of the new railway model
- Promotion of a "central railway function" in the most important corridors
- Contribution to the accessibility of the whole territory
- Establishment of a high-performance network, designed principally for mixed traffic
- Reduction of total travel time in intercity rail transport
- Increase in railway participation in medium- and long-distance goods transport
- Definition of a railway goods network
- Definition of a strategy for changing the gauge in the conventional network
- Maintaining railway safety levels
- Definition of an integral and preventive maintenance system for the railway network
- Implementing plans for the conservation and modernisation of the conventional railway network
- Definition of major operations in the urban environment to improve the insertion of the rail network
- Completion of the local commuter service networks and modernisation of the rolling stock. Promotion of greater institutional participation in management by the Autonomous Regional Governments and Transport Authorities
- Definition of a new framework for the development of regional railway services
- Setting intermediate medium-term goals for the development of the Plan, by preparing the plans for the railway sector
- Encourage the revalorisation of disused railway lines as a public asset by making them available for alternative uses

3.5.2.3 Air safety

CIAIAC (Comisión de Investigación de Accidentes e Incidentes de Aviación Civil) and CEANITA (Comisión de Estudio y Análisis de Notificaciones de Incidentes de Tránsito Aéreo)

Both are national organisation (CEANITA is an interministerial governmental body) in charge of enquiring and analyse incidents and accidents concerning civil aviation in Spain.

3.5.2.4 Merchant Marine

The **Maritime Safety and Pollution Bureau** exercises the following functions:

- Those related with safety of human life at sea and with navigation safety.
- Lifesaving and cleaning of maritime waters and the fight against pollution within the framework of the national plan for special lifesaving services at sea and for the fight against pollution in the marine environment.
- Control of the situation, registration and flags flown by civil vessels, as well as the regulation of their dispatch, assistance, rescue, tugging, discoveries and maritime extractions.
- Planning and control of maritime traffic.
- Registration and control of civil maritime personnel control of the minimum personnel levels for civil vessels, determination of the aptitude, professionalism and qualification of personnel to form part of the crew of Spanish civil vessels.
- Participation in the Commission of Lighthouses and other instruments of institutional collaboration regarding maritime signalling. The aim is to contribute to determining technical characteristics, operational functioning and correct location of signals, as well as the coordination of maritime signalling systems themselves and their relation to other active navigation aid systems.