AGREEMENT FOR TRUCK DRIVERS TO RETIRE FROM THEIR JOB AT 57? AN EXPLORATION THROUGH THE “EVREST” FRENCH DATABASE

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A context of social debates about age of retirement

- Delayed age of retirement in France
  - to take into account enhance of life expectancies
  - to take into account demographic evolutions
- Because working conditions can affect the longevity and quality of life at old age, “arduous work” is discussed in social debates

Social inequalities in France

- Comparison of the mortality ratio for blue/white collar workers in 11 European countries (men aged 45-59)

Different legislative rules for early retirement

- Workers with specific occupational exposure (asbestos)
- Workers with disabling occupational disease (retire at 60)
- Specific collective agreements are applied in some arduous jobs (firefighters, ...)
  - Especially, a collective agreement allows drivers who have worked for more than 25 years in freight transport by road and removal services / more than 30 years for bus & coach drivers, to retire at 57
  - But … many other drivers are excluded from this deal, so

Methods

- The monitoring system “Evrest” (Evolution and Relationships in occupational health)
  - based on a two pages questionnaire (A4 recto-verso sheet)
  - collected by occupational health physicians, during the periodic medical visit
  - self-assessments of workers about their working conditions and perceived health
- Database constituted by a sample of workers, born in October of even years

Methods

- In the 2009-2010 database
  - 23870 workers interviewed, 8372 blue-collar workers
  - 1066 were drivers:
    - 485 truck drivers (>3.5 t)
    - 200 bus & coach drivers,
    - 233 delivery drivers
    - (62 other drivers + 86 undefined)
- Comparisons of drivers having different activities, with a group of male blue collar workers (n=7068)
Results: main characteristics of the studied population

<table>
<thead>
<tr>
<th></th>
<th>Truck drivers (n=485)</th>
<th>Bus/coach drivers (n=200)</th>
<th>Delivery drivers (n=233)</th>
<th>Male blue-collar workers (n=7068)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Females (%)</td>
<td>4.1</td>
<td>17.0</td>
<td>7.3</td>
<td>-</td>
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<td>Age (%)</td>
<td></td>
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<tr>
<td>&lt; 35</td>
<td>23.7</td>
<td>18.0</td>
<td>33.5</td>
<td>39.2</td>
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<tr>
<td>35-49</td>
<td>53.2</td>
<td>41.0</td>
<td>45.5</td>
<td>41.9</td>
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<tr>
<td>≥ 50</td>
<td>23.1</td>
<td>41.0</td>
<td>21.0</td>
<td>18.9</td>
</tr>
</tbody>
</table>

Results: working hours characteristics

Results: physical constraints

Results: psychosocial constraints

Results: health (1) – body mass index

Results: health (2)
Discussion: strengths and limits

- **Strengths**
  - A large national database
  - Various situations
  - Evaluation of working conditions and health based on self-assessment of workers

- **Limits**
  - Some activities are poorly represented
  - Comparison of raw data (not adjusted)

Discussion

- Drivers report various different arduous aspects of their work
  - Working hours (all drivers)
  - Physical constraints (delivery drivers)
  - Psychosocial conditions (bus & coach drivers)

- Health
  - A perceived health (except for BMI) quite similar to male blue-collar workers

- But age to retire varies among drivers from 57 to 62 years old…

Conclusion

- Importance of available national data to explore some working conditions and some aspects of perceived health of workers, in order to contribute to social debates

- In this work, we brought out that truck drivers and bus coach drivers, who benefit of a collective agreement for early retirement, have an arduous work, but not more than other drivers.

Thank you for your attention!

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