Land transport

Fact sheet

Background

Eurofound's European Working Conditions Surveys (EWCS) have been carried out every five years since 1991. Each wave of the survey provides an overview of the state of working conditions throughout Europe and indicates the nature and extent of changes affecting the workforce and the quality of work. The fieldwork for Eurofound's most recent edition of the EWCS was carried out in 2005 in 31 countries, including the 27 EU Member States, plus candidate countries Croatia and Turkey, as well as EFTA countries Norway and Switzerland. In 2005, the sample size was set at 1000 per country (600 for Cyprus, Estonia, Luxemburg, Malta and Slovenia).

Following the 2005 survey, Eurofound asked TNO Work & Employment to perform a secondary statistical analysis of the data from the fourth EWCS 2005 on sector profiles with regard to working conditions in the 27 Member States. For the analysis, NACE Revision 1.1[1] was applied. The findings are set out in 26 fact sheets, each covering one of the 26 sectors in the NACE classification. Each fact sheet presents:

- a profile of the sector's socio-demographic characteristics based on data at NACE at 1 and 2 digit level;

- a profile of working conditions in the sector based on data at NACE at 1 and 2 digit level.

This fact sheet presents a snapshot of working conditions in the land transport sector (Nace Rev 1.1, I 60).

[1] This is a revision of the 'General Industrial Classification of Economic Activities within the European Communities', known by the acronym NACE and originally published by Eurostat in 1970. The NACE code was subsequently revised (REV. 1.1) in the 1990s.

Sector profile

The land transport sector is characterised by a higher than average proportion of male workers (82.8%). Also, there are very few workers aged under 25 years in this sector – only 5.6% compared with the average proportion of 11.8%.

There is a higher prevalence of permanent contracts in the land transport sector (86.2%) compared with the average (76.6%) and the income level is relatively high. Compared to the average, less than half as many workers in this sector fall into the lowest income band (11.1% against the average of 25.1%) and about 10% more are in the highest income category (34.9% against 24.3%).

With regard to the education level, the sector has a much lower proportion of workers with third-level education. Only 7.1% of the workforce has completed an education to ISCED 5 level (compared with an average of 23.5%) while a higher than average proportion of workers have upper secondary education (59.6% compared with 44.5%).

Differences by job tenure, type of employment, and company size between this sector and the average for all sectors are not statistically significant and therefore do not merit further analysis here.

Gender

	Men	Women
Land transport	82.8%▲▲▲	17.2%▼▼▼
All sectors	55.5%	44.5%

Age

		Age group			
	Average age	≤ 24 years	25-39 years	40-54 years	≥ 55 years
Land transport	41.7	5.6%▼▼▼	34.7%	46.8%	13.0%
All sectors	40.0	11.8%	36.8%	38.6%	12.7%

Years in company or organisation

	≥ 2 years	3-5 years	6-15 years	≤16 years
Land transport	19.5%	24.3%	30.4%	25.8%
All sectors	27.1%	20.9%	29.6%	22.4%

Type of employment

	Self-employed	Employee
Land transport	18.8%	81.2%
All sectors	16.7%	83.3%

Employment contract

	Permanent contract	Non-permanent contract
Land transport	86.2%▲▲▲	13.8%▼▼▼
All sectors	76.6%	23.4%

Company size

	One-person company	Micro enterprise (2-9 employees)	Small enterprise (10-49 employees)	Medium enterprise (50-249 employees)	Large enterprise (250+ employees)
Land transport	10.1%	20.8%	28.0%	20.1%	21.0%
All sectors	10.4%	27.5%	27.7%	19.4%	15.0%

Education level

	No education	Primary education (ISCED 1)	Lower secondary education (ISCED 2)	Upper secondary education (ISCED 3)	Post-secondary including pre-vocational or vocational education	Tertiary education - first level (ISCED 5)	Tertiary education - advanced level (ISCED 6)
Land transport	0.9%	5.7%	19.3%	59.6%▲▲▲	7.3%	7.1%▼▼▼	0.08%
All sectors	0.9%	5.3%	16.5%	44.5%	7.3%	23.5%	2.0%

Income level

|	Income bands			
	Lowest	Low	High	Highest
Land transport	11.1%▼▼▼	25.2%	28.7%	34.9%▲▲▲
All sectors	25.1%	23.9%	26.7%	24.3%

Working conditions and outcomes

The figure below shows specific dimensions of working conditions with favourable and unfavourable scores in land transport, taking as a point of reference mean exposure (0.0 score in the chart below).

Looking at the statistically significant differences only, workers in the land transport sector score unfavourably with regard to many dimensions. Workers in this sector are exposed to a higher than average degree to long working hours (more than 48 weekly working hours) and non-standard working hours (night and evening work, Saturday/ Sunday work and more than 10 working hours a day). Unsurprisingly, this sector scores relatively unfavourably on work–life balance, which means that working hours do not fit in well with family or social commitments outside work.

Workers in land transport tend to have a comparatively low level of job control (ability to choose or change the order of tasks, methods of work and speed or rate of work) as well as skilled work (use of quality standards in the work process, solving unforeseen problems, job complexity and learning new things).

Looking at exposure to psychosocial risks, the sector also scores unfavourably on the violence indicator (threats of physical violence or actual acts of violence) from colleagues and non-colleagues.

In terms of health outcomes, land transport is a sector with unfavourable scores on work-related stress problems and work-related musculoskeletal problems.

Land transport
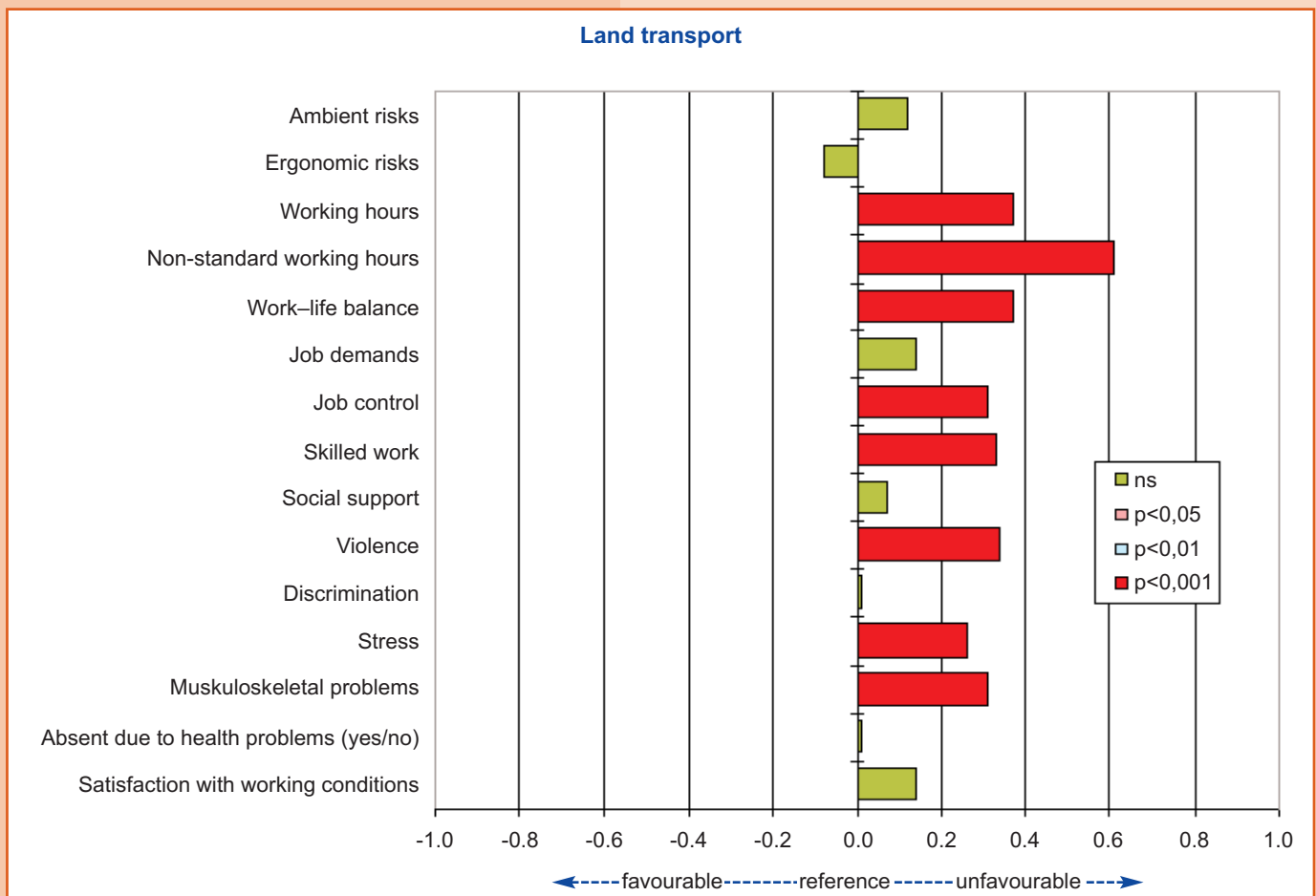
How to read the figure

For the profiling of the sector, eleven aspects of working conditions (mainly composite indexes based on several variables) and four outcomes (stress, musculoskeletal disorders, absence due to health problems and job satisfaction) were taken into account.

In the chart above, p <0.001 represents the highest level of statistical significance, while p<0.01 and p<0.05 indicate comparatively lower levels of statistical significance; 'ns' stands for no statistically significant difference. Statistical differences from the average can be either favourable (scores on the left side of the chart) or unfavourable (scores on the right side of the chart) on a specific set of working conditions.

Score values greater than +/- 0.2 indicate a small deviation from mean exposure (0.0) while score values ranging from +/- 0.2 to +/-0.5 and greater than +/- 0.5 indicate respectively substantial and very substantial deviation from mean exposure.

For example, the chart above shows that values indicating exposure to non-standard working hours are statistically significant (p <0.001) and greater than + 0.5, meaning that workers in land transport report a comparatively higher level of exposure than the average.

Key findings

- In terms of socio-demographic characteristics, the land transport sector is a relatively male-dominated sector, with a comparatively small proportion of young workers.

- Permanent employment contracts are highly prevalent and the income is high in comparison to average levels.

- The education level, is below average: only a small proportion of workers has completed tertiary education.

- With regard to working conditions and outcomes, workers in land transport are generally placed on the unfavourable side of the scale. Long and non-standard working hours are highly prevalent in this sector, which may explain the unfavourable score on work–life balance.

- Low levels of job control and skilled work characterises this sector. On average, workers in land transport have unfavourable scores on work-related stress, musculoskeletal problems and exposure to physical violence.

Methodology

The European Working Conditions Survey (EWCS) is carried out every five years by the European Foundation for the Improvement of Living and Working Conditions (Eurofound), a tripartite European agency based in Dublin. The questionnaire is developed by the Eurofound team in close cooperation with an expert questionnaire development group. This group comprises representatives of the European social partners, other EU bodies (European Commission, Eurostat, European Agency for Safety and Health at work), international organisations (OECD, ILO), national statistical institutes, as well as leading European experts in the field. The sample of the EWCS is representative of persons in employment (according to the Eurostat definition this comprises both employees and the self-employed aged 15 years and over) resident in the countries covered for the respective periods. In each country, the EWCS sample followed a multi-stage, stratified and clustered design with a random walk procedure for the selection of the respondents at the last stage. All interviews were conducted face-to-face in the respondent's own household.

Further Eurofound research on the sector

Impact of the working time directive on collective bargaining in the road transport sector
http://www.eurofound.europa.eu/eiro/studies/tn0704039s/index.htm

Industrial relations in the railway sector
http://www.eurofound.europa.eu/eiro/thematicfeature13.htm

Transport and logistics sector: Samskip, the Netherlands
http://www.eurofound.europa.eu/publications/htmlfiles/ef08312.htm