Ergonomics, and we have done the work focused on this perception of the existing risks.

Objective It is understood ergonomics as adaptation of work to man, application of scientific knowledge necessary to design tools, machines and devices that can be used with maximum comfort, safety and effectiveness (FALZON, 2007). The purpose of the work is not different from those principles that the author puts forward.

The proposal, in addition to providing a work environment that minimises problems related to wrist pain, understands the cognitive processes present in the athletes' daily lives.

Analysis methodology For methodology we will use the points predicted in the AET: demand, analysis of the task, analysis of the activity, diagnosis, proposals and implementations. Methods by observing and elaborating questions pertinent to what you are encountering. Application of ergonomic tools and installation of Mouse Metre software, measuring the intensity of clicks per second on the mouse (direct button and left button), mouse movement on the desktop, clicks on the keyboard. A questionnaire with 6 players was carried out. 3 perform gym and 1 practice race.

Conclusion The study aims to contribute to the community of electronic sports and ergonomics, because it is a relatively new area for the field of work, it is interesting that there is knowledge about the aspects related to the ergonomics involved in the activity of the athletes. The analysis is based on ergonomics as a whole (cognitive, organisational and physical) – and it was evidenced that for many hours sitting, in front of computer with inadequate posture (even by the body's need to modify positions for its comfort), keyboard use Intensely, and stare at the screen to perform the avatar commands correctly, with reflexes and at the right time.

It is noticed that almost 60% of the day of them they spend playing (they are seated during 13 hours of the day),

They perform wrist movements and very intense hands (both by typing and by clicking) and identify pains in the shoulders, forearms, wrists and cervical, most common on the side that use the mouse for the most part (dominant member). Players with their own chair feel less discomfort in the body, players with more complaints of pain are those who do not have support in the arm chair.

The cognitive part they discuss game strategy, in-game communication, decision-making to achieve in-game goals are in direct interactivity with the game interface (map, skills, goal time, gold conquered); Players may know part of the abilities of the 137 players available in the game – where each champion/player has an average of 5 skills – in a total of 500 skills, but there are no reports of player complaints about this seemingly idiosyncratic use of cognitive skills.

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THE DEVELOPMENT OF SLEEP AND SAFETY DECISION MAKING AMONG LESS EXPERIENCED/'YOUNG' TRUCK DRIVERS: A QUALITATIVE DESCRIPTIVE STUDY

Karen Heaton*, Rachael Mumbower, Gwendolyn Childs. *University of Alabama at Birmingham School of Nursing, Birmingham, Alabama, USA*

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American truck drivers are at risk for sleep deprivation and subsequent increased risk for sleep – related motor vehicle crash. In spite of their significant risks, little is known about how truck drivers make sleep and safety decisions. The

purpose of this study was to describe influences on sleep and safety-related decision-making among a group of long-haul truck drivers.

The qualitative descriptive study focused on a purposive sample (n=10) recruited from truckstops, by word of mouth, and flyers posted at locations commonly visited by truck drivers. Semi-structured interviews were conducted with participants. All interviews were audio-recorded and transcribed verbatim prior to analysis. A cyclic approach to coding was used to develop and revise the code book. The process was repeated until themes were generated. Trustworthiness and credibility were enhanced by using reflexivity, an audit trail, and interpretive convergence.

Four general themes emerged from driver descriptions of influences of health-related decision making:

- individual driver characteristics
- key events,
- relationships with others, and
- company-level factors.

From analysis of the interviews, it was clear that individual driver characteristics, key events, personal and professional relationships, and company-level factors all influenced health and safety decision-making of this sample of long-haul truck drivers. An important finding was that drivers new to the profession ('young drivers') evolved over time as they gained experience to self-advocate for their sleep and safety – related health needs; and thus, made different sleep decisions.

Factors influencing health and safety decision-making must be considered when providing care and teaching to truck drivers. Involving family members and important others to assist in motivating truck drivers may be an effective strategy to positively influence health and safety decision-making. It will be especially important to target interventions to the less experienced ('younger') drivers. Findings from this study may be used to inform the development of educational materials and other interventions to positively influence truck driver health and safety decision-making, which could lead to a healthier transportation workforce and safer highways for the public.

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SELF-CERTIFIED SICKNESS ABSENCE AMONG YOUNG MUNICIPAL EMPLOYEES – CHANGES FROM 2002 TO 2016 AND OCCUPATIONAL CLASS DIFFERENCES

H Sumanen*, O Pietiläinen*, M Mänty*. *Department of Public Health, University of Helsinki, Finland*

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Introduction Young employees have self-certified 1–3 day sickness absence (SA) more often than their older counterparts, but the burden of self-certified SA and its occupational class differences have only little previous evidence. We examined the changes in self-certified SA among young employees from 2002 to 2016 and the magnitude of occupational class differences during that period.

Methods All 18–34 year-old employees of the City of Helsinki, Finland were included (2002–2016, n=~11 725 per year). Employer's personnel and SA registers were used. Occupational class was categorised to four groups: managers and professional, semi-professionals, routine non-manuals and manual workers. Changes in the self-certified SA spells and days