



Comprehensive Injury Statistics
in support of the Revitalising Health and
Safety programmes

Workplace Transport



Introduction	1
Summary	2
Fatal workplace transport injuries to workers – reported under RIDDOR:	3-5
Number of fatal workplace transport injuries to employees, self-employed and members of the public 1998/99 – 2002/03p	3
Percentage of fatal workplace transport injury to employees and self employed 1998/99 – 2002/03p	3
Number of fatal workplace transport injuries to workers by kind of accident 1998/99 – 2002/03p	4
Number of fatal workplace transport injuries to workers by Industry 1998/99 – 2002/03p	4
Number of fatal workplace transport injuries to workers by agent 2001/02 – 2002/03p	5
Major workplace transport injuries to employees – reported under RIDDOR:	6-7
Number of major workplace transport injuries to employees, self-employed and non fatal injuries to members of the public 1998/99 – 2002/03p	6
Number of major workplace transport injuries to employees by kind of accident 1998/99 – 2002/03p	6
Number of major workplace transport injuries to employees by industry 1998/99 – 2002/03p	7
Number of major workplace transport injuries to employees by agent 2001/02 – 2002/03p	7
Over 3 day workplace transport injuries to employees – reported under RIDDOR:	8-9
Number of over-3-day workplace transport injuries to employees and self-employed 1998/99 – 2002/03p	8
Number of over-3-day workplace transport injuries to employees by kind of accident 1998/99 – 2002/03p	8
Number of over-3-day workplace transport injuries to employees by industry 1998/99 – 2002/03p	9
Number of over-3-day workplace transport injuries to employees by agent 1998/99 – 2002/03p	9
Indicators for workplace transport	10
Technical note	33

Supplementary tables:

Table 1: Number of fatal workplace transport injuries to workers 1998/99–2002/03p (HSE/LA)	11
Table 1a: Number of fatal workplace transport injuries to workers 1998/99–2002/03p (HSE)	11
Table 1b: Number of fatal workplace transport injuries to workers 1998/99–2002/03p (LA)	11
Table 2: Percentage of fatal workplace transport injury to workers 1998/99–2002/03p (HSE/LA)	11
Table 3: Number of major workplace transport injuries to workers 1998/99–2002/03p (HSE/LA)	12
Table 3a: Number of major workplace transport injuries to workers 1998/99–2002/03p (HSE)	12
Table 3b: Number of major workplace transport injuries to workers 1998/99–2002/03p (LA)	12
Table 4: Number of over-3-day workplace transport injuries to workers 1998/99–2002/03p (HSE/LA)	13
Table 4a: Number of over-3-day workplace transport injuries to workers 1998/99–2002/03p (HSE)	13
Table 4b: Number of over-3-day workplace transport injuries to workers 1998/99–2002/03p (LA)	13
Table 5: Number of fatal workplace transport injuries to employees by kind 1998/99–2002/03p	14
Table 6: Number of fatal workplace transport injuries to self employed by kind 1998/99–2002/03p	14
Table 7: Number of fatal workplace transport injuries to members of the public by kind 1998/99–2002/03p	15
Table 8: Number of major workplace transport injuries to employees by kind 1998/99–2002/03p	16
Table 9: Number of major workplace transport injuries to self-employed by kind 1998/99–2002/03p	16
Table 10: Number of over-3-day workplace transport injuries to employees by kind 1998/99–2002/03p	17
Table 11: Number of over-3-day workplace transport injuries to self-employed by kind 1998/99–2002/03p	17
Table 12: Number of non-fatal workplace transport injuries to members of the public by kind 1998/99–2002/03p	18
Table 13: Number of fatal workplace transport injuries to employees by industry 1998/99–2002/03p	19
Table 14: Number of fatal workplace transport injuries to self employed by industry 1998/99–2002/03p	20
Table 15: Number of fatal workplace transport injuries to members of the public by industry 1998/99–2002/03p	21
Table 16: Number of major workplace transport injuries to employees by industry 1998/99–2002/03p	22
Table 17: Number of major workplace transport injuries to self employed by industry 1998/99–2002/03p	23
Table 18: Number of over-3-day workplace transport injuries to employees by industry 1998/99–2002/03p	24
Table 19: Number of over-3-day workplace transport injuries to self-employed by industry 1998/99–2002/03p	25
Table 20: Number of non fatal workplace transport injuries to members of the public by industry 1998/99–2002/03p	26
Table 21: Number of fatal workplace transport injuries to workers by agent 2001/02–2002/03p	27
Table 22: Number of major workplace transport injuries to employees by agent 2001/02–2002/03p	27
Table 23: Number of over-3-day workplace transport injuries to employees by agent 2001/02–2002/03p	28
Table 24: Major injuries to employees in workplace transport by occupation and kind 2002/03p	29
Table 25: Number of workplace transport injuries where a particular vehicle is identified by the kind of accident 2001/02	30
Table 26: Number of workplace transport injuries where a particular vehicle is identified by the kind of accident 2002/03	31

This report gives the statistics of fatal and non-fatal workplace transport injuries to workers in 2002/03p and recent years, for Great Britain. Workplace transport accidents are identified through four kinds of accident where involvement of a vehicle is recorded. The four kinds of accident are:

- Struck by a moving vehicle
- People falling from a vehicle
- Materials falling from a vehicle
- Collapse / overturn of a vehicle

Prior to 2001/02 details of particular vehicles were not recorded in the last three of these kinds. However, from 2001/02 HSE's new agent classifications records the particular vehicle involved with all kinds of injuries.

Statistics for the tables in this report are based on the above four kinds. In the past two years there were 98 fatal workplace transport injuries to workers in these four kinds of accident.

Statistics for the kinds of accidents for 2001/02 onwards, where particular vehicles are identified, are given for in supplementary tables 25 and 26. A full description of the vehicles included in Tables 25 and 26 can be found on page 33.

Workplace Transport excludes specialist vehicles e.g. Trains and Offshore vehicles. Therefore the data included in this factsheet excludes data from Railways Inspectorate, Mines Inspectorate and Offshore division.

The factsheet provides top level and detailed statistics for workplace transport injuries resulting from workplace transport in support of monitoring the targets set under Revitalising Health and Safety (RHS), launched by the Health and Safety Commission and the Government in June 2000. The target for the whole economy is to reduce the rate of fatal and major workplace transport injury to workers by:

- 5% by 2004/05
- 10% by 2009/10

Under the reporting regulations, HSE and local authorities get to know of all fatal workplace transport injuries, but it is known from the Labour Force Survey (LFS) that non-fatal workplace transport injuries are under-reported. The latest reporting level is for 2001/021 for employee non-fatal (major and over-3-day) workplace transport injuries for the whole economy is estimated to be 41%, but there is a severe under reporting from the self-employed people who are estimated to report less than 5% of non-fatal workplace transport injuries. This means that numbers and rates of workplace transport injury are more meaningful for employees than the self-employed as is the assessment on progress against targets.

Top-level statistics for topics such as numbers and percentage share of agents of accident in workplace transport for employees and the self-employed contain provisional numbers for 2002/03p. Provisional figures are denoted by 'p'.

Fatal workplace transport injuries – reported under RIDDOR

- Over the past two years there have been 98 fatal injuries to workers as a result of workplace transport accidents.
- There is no discernable trend in the number of workplace transport accidents to workers since 1998/99. The number of fatalities each year has fluctuated between 42 to 87
- Being struck by a moving vehicle is the second most common kind of accident for fatalities for workers - falling from a height is the most common kind of fatal accident
- Forklift trucks and HGV's are the most commonly cited agents in fatal accidents.
- The percentage share of workplace transport fatalities to employees has remained at approximately 20 – 25% over the period 1998/99 to 2001/02.
- Construction and Land transport account for most fatalities to employees whereas the majority of the fatalities to the self-employed occur in the Agriculture industry

Major workplace transport injuries – reported under RIDDOR

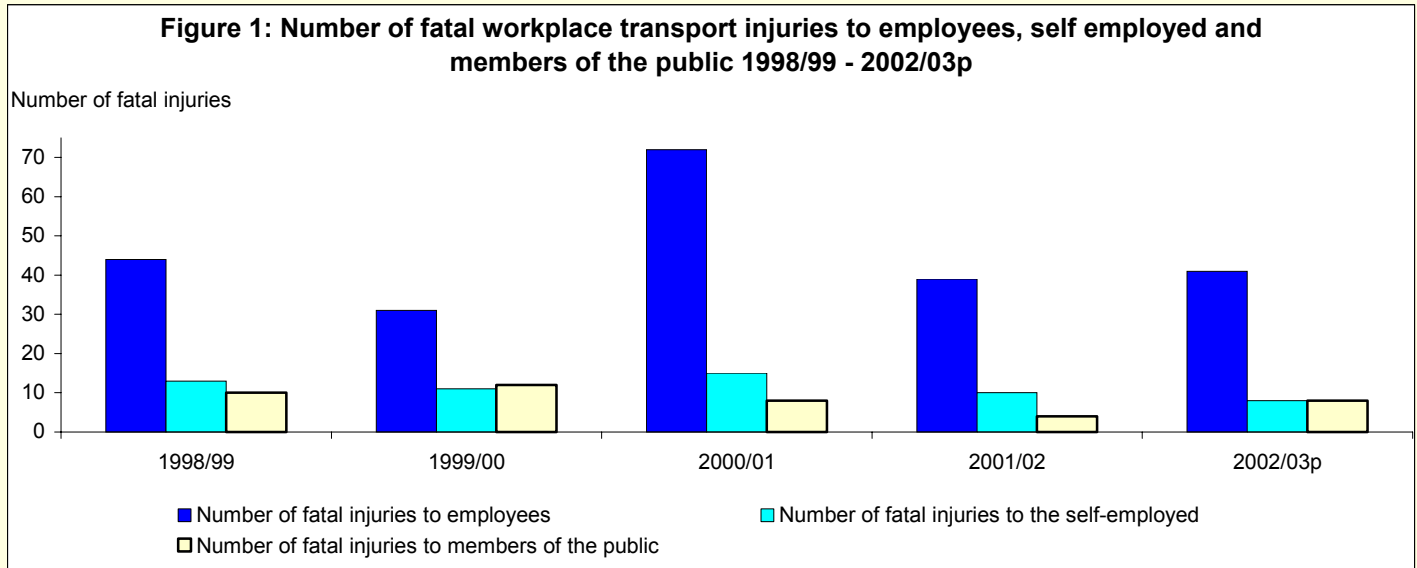
- Workplace transport accounted for approximately 5 - 7% of all major injuries to employees during the period 1998/99 – 2002/03p.
- There has been a downward trend in the number and percentage of workplace transport major injuries. There was a significant decrease in the number of major injuries in 2001/02. This may partly be accounted for by the introduction of coding guidelines, which clarified the distinction between a fall and a slip/trip.
- Being struck by a moving vehicle and people falling from a vehicle are the two most common kinds of workplace transport accident causing a major injury to employees.
- Being struck by a moving vehicle accounts for over 40% of all workplace transport injuries each year.
- Forklift trucks account for approximately one quarter of all workplace transport major injuries to employees.
- The top five agents involved in major workplace transport injuries are forklift trucks, trailers, other HGV's, lorry loaders and cars. These 5 agents have accounted for 62% of all workplace transport injuries to employees in 2001/02 and 2002/03.
- The number of non-fatal injuries to members of the public as a result of workplace transport injuries has decreased by nearly 75% since 1999/2000.

Over-3-day workplace transport injuries – reported under RIDDOR

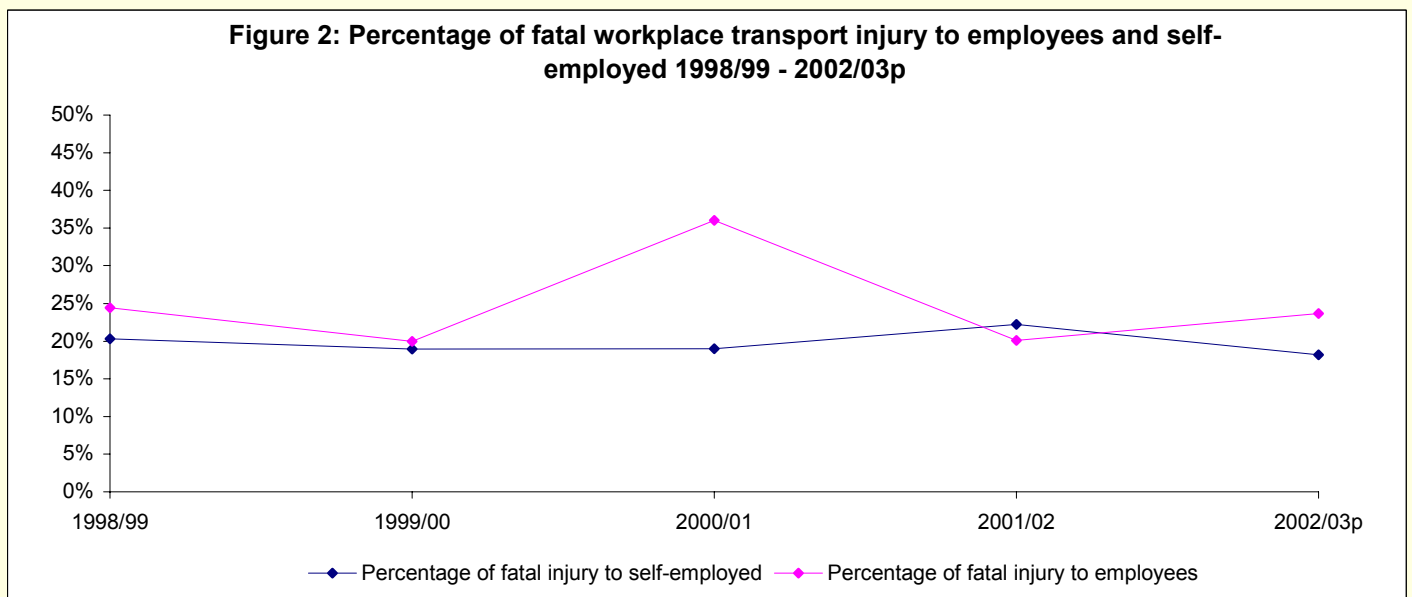
- The number of over-3-day workplace transport injuries to employees has been falling since 1999/2000.
- Being struck by a moving vehicle accounts for over 50% of all over 3-day workplace transport to employees.
- The proportion of struck by accidents has increased from 51% in 1998/99 to 58% in 2002/03.
- Service industries accounts for the highest number for over-3-day workplace transport injuries to employees with approx 65 - 70% of injuries each year.
- As with major injuries, forklift trucks account for over 25% of all over 3-day injuries.
- Cars are the second most common agent associated with over 3 day injuries accounting for almost 10% of injuries

Reporting levels

The averaged LFS rate of reportable non-fatal workplace transport injury suggests that the rate of reportable workplace transport injury is more than twice that indicated by workplace transport injuries reported by employees.



- Being struck by a moving vehicle is the second most common kind of accident for fatalities for workers - Falls from a height is the most common kind of fatal accident
- The number of fatalities to employees due to workplace transport is at a similar level now to 1998/99 – although there was a sharp increase in 2000/01.
- Of the four kinds of workplace transport accidents, being struck by a moving vehicle is the most common cause of workplace transport fatalities for both workers and members of the public.
- Forklift trucks and HGV's are the most commonly cited agents in fatal accidents.



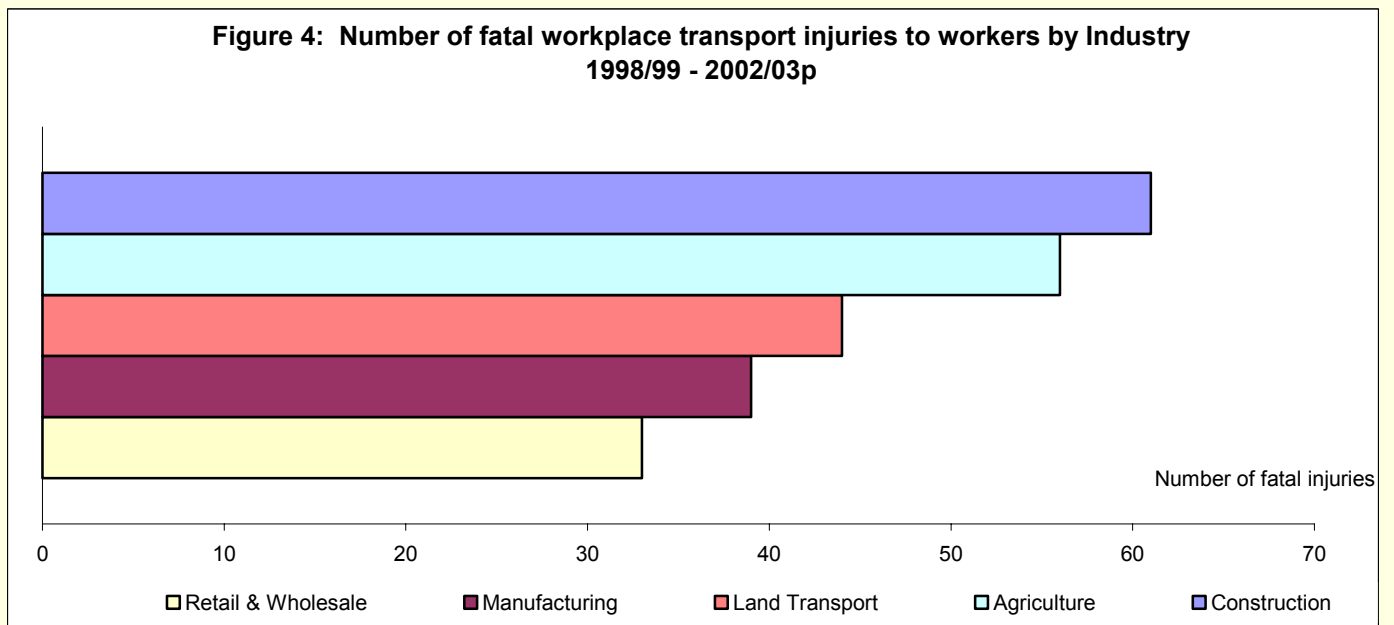
- The percentage share of workplace transport fatalities to employees has remained at approximately 20 – 25% over the period 1998/99 to 2001/02.
- There was a sharp increase in employee fatalities in 2000/01 when workplace transport accounted for 36% - the number of fatalities across all sectors and kind of accident rose in 2000/01
- The percentage share of fatalities for the self-employed has also remained steady at approximately 20% over the same period
- Construction and Land transport account for most fatalities to employees whereas the majority of the fatalities to the self-employed occur in the Agriculture industry

Fatal workplace transport injuries to workers – reported under RIDDOR

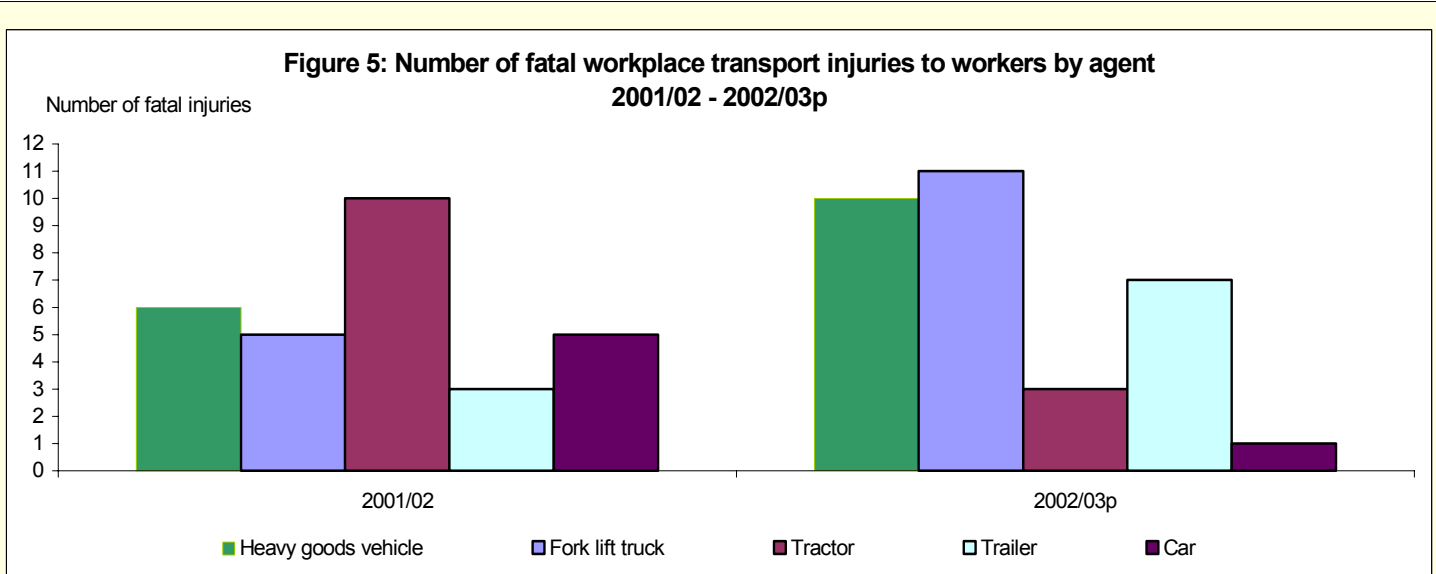
(For Figure 3 see supplementary tables 5 & 6; For Figure 4 see supplementary tables 13 & 14)



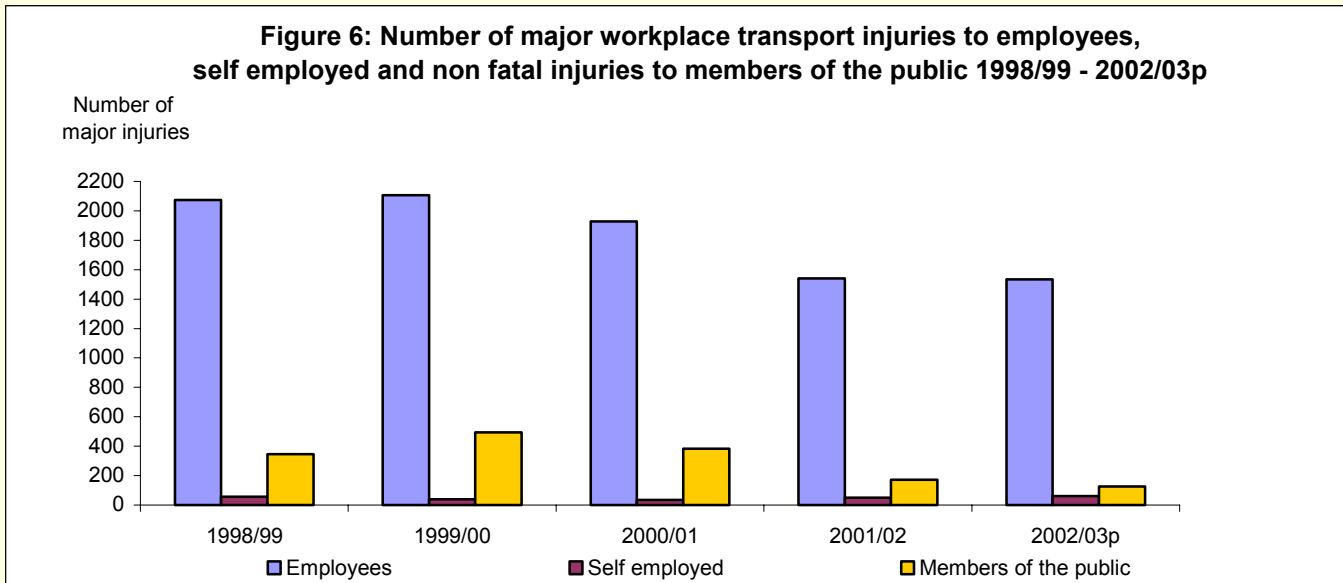
- For all years, being struck by moving vehicle accounts for approximately three-quarters of all fatalities in workplace transport.
- Since 2001/02 the way the vehicle was moving has been recorded and being hit by a vehicle moving forward is the most common way – over 40%. However, overturn of a vehicle also accounts for a large proportion of fatalities each year.



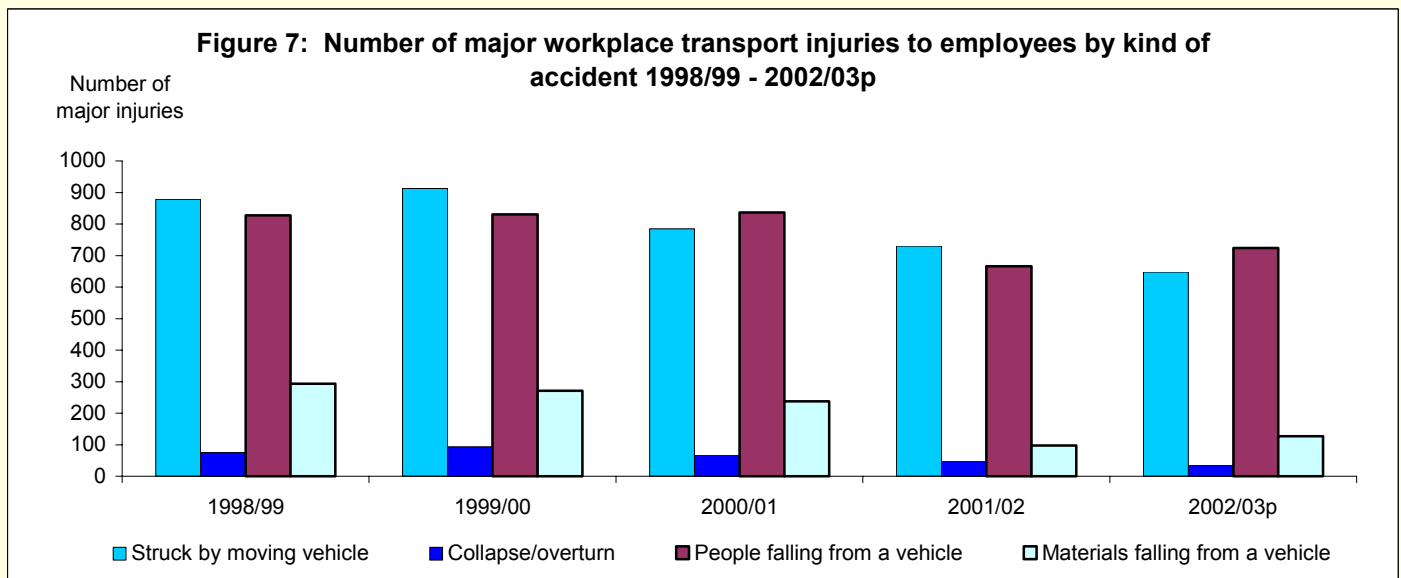
- Land transport and the Construction and Manufacturing industries account for approximately 60% of all fatalities to employees.
- Due to the relatively small numbers the figures fluctuate from year to year.
- For self-employed the majority of workplace transport fatalities occur in Agriculture.



- Since the change of the coding classifications in 2001/02 it is now possible to identify individual vehicle agents.
- However, as the number of fatalities involving individual agents is small there will be fluctuations from year to year.
- For the years 2001/02 and 2002/03 combined there were 98 fatalities to workers and 12 fatalities to members of the public. Of these :
 - The most common agents of fatalities for workers are HGV's (14), Forklift trucks (13), Wheeled tractors (12) and trailers (10). These four agents accounted for 50% of fatalities within the latest two years
 - The most common agents for fatalities involving a member of the public are refuse collection vehicles (4) and lorry loaders (2). Of the fatalities involving refuse collection vehicles three were reversing whilst the accident occurred.
 - For fatalities that occur as a result of a vehicle overturning the most common agents are wheeled tractors (7) and Forklift trucks (3).
 - For fatalities that occur as a result of a vehicle reversing the most common vehicle agents are HGV's (5) and forklift truck (3).

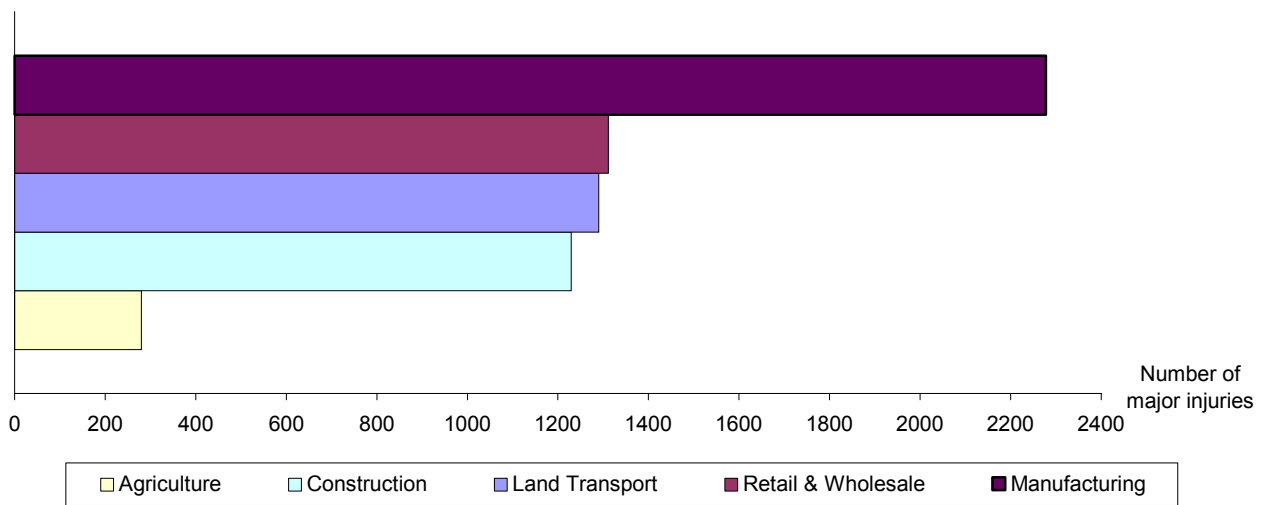


- The number of major workplace transport injuries to employees has been decreasing steadily since the late 1990's. The number decreased by 27% between 1999/2000 and 2002/03.
- The number of non-fatal injuries to members of the public as a result of workplace transport injuries has decreased by nearly 75% since 1999/2000.
- The number of reported major injuries to self-employed is known to be grossly under-reported and as a consequence the numbers are very low and fluctuate from year to year.



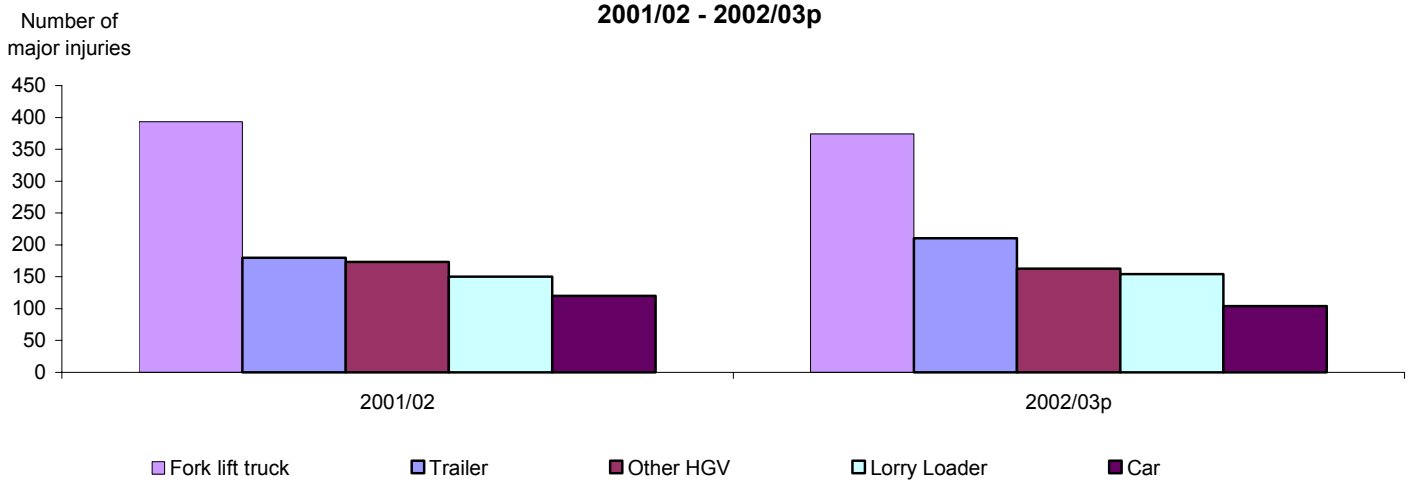
- For all years being struck by a moving vehicle and people falling from a vehicle are the two most common kinds of workplace transport accident causing a major injury to employees.
- Being struck by a moving vehicle accounts for over 40% of all workplace transport injuries each year.
- Over the past five years, the percentage share of people falling from a vehicle has increased steadily from 39% in 1998/99 to 47% in 2002/03.

Figure 8: Number of major workplace transport injuries to employees by industry 1998/99 - 2002/03p



- The large and varied service industries account for between 55 and 60% of all workplace transport major injuries each year.
- The proportion of major injuries between the five top level industries has remained fairly stable over the past five years with manufacturing accounting for approximately one quarter and construction between 12 and 15%.
- The number of major injuries to employees in both Agriculture and the extractive industries are relatively low – both accounting for less than 3% each year.

Figure 9: Number of major workplace transport injuries to employees by agent 2001/02 - 2002/03p



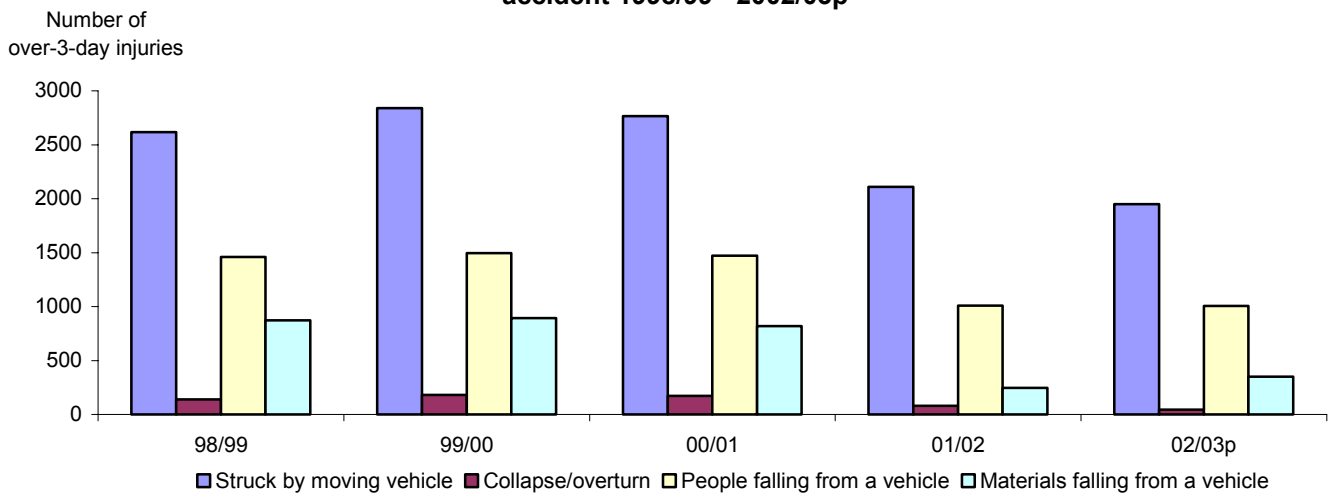
- Forklift trucks account for approximately one quarter of all workplace transport major injuries to employees.
- The top five agents i.e. forklift trucks, trailers, other HGV's, lorry loaders and cars account for 62% of all workplace transport injuries to employees.

Figure 10: Number of over-3-day workplace transport injuries to employees and self-employed 1998/99 - 2002/03p



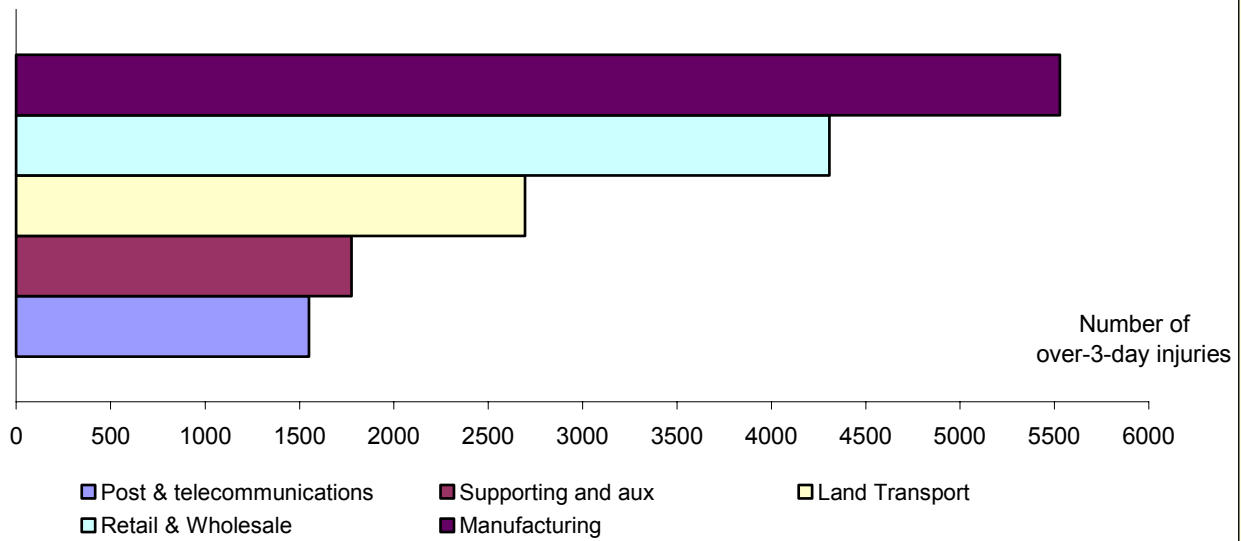
- The number of over-3-day workplace transport injuries to employees has been falling since 1999/2000.
- Since 1999/2000 the number of reported over 3 day injuries have reduced by 34%.
- As with major injuries, the number of over-3-day injuries to the self-employed is grossly under-reported. Details of reported injuries are given in table 4.

Figure 11: Number of over-3-day workplace transport injuries to employees by kind of accident 1998/99 - 2002/03p



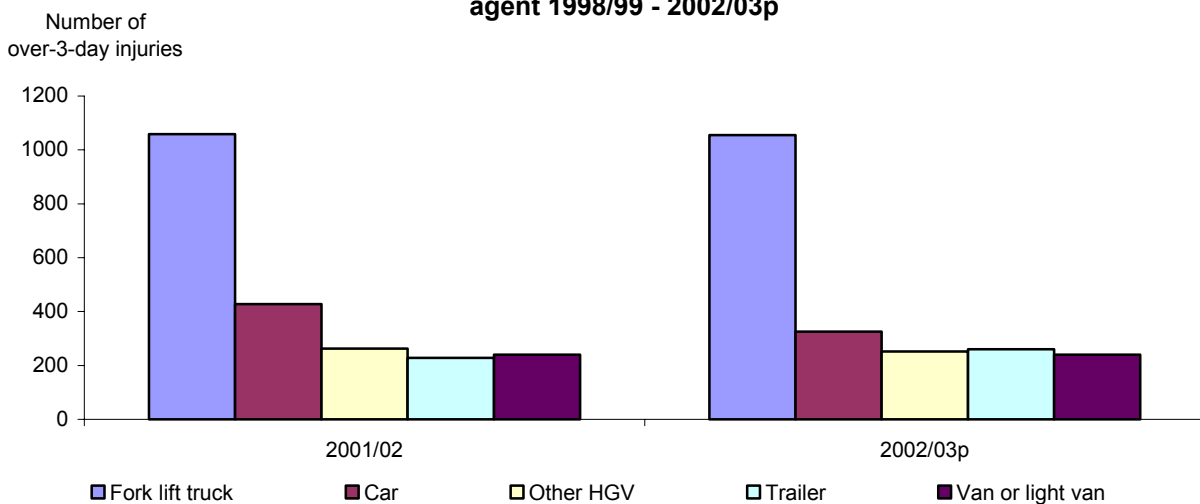
- Struck by a moving vehicle accounts for over 50% of all over 3-day workplace transport to employees.
- The proportion of struck by has increased from 51% in 1998/99 to 58% in 2002/03.
- The number of people falling from a vehicle has been decreasing but the percentage share has remained steady at just under 30%.
- The proportion of injuries involving materials falling from a vehicle has fallen from 17% in 1998/99 to 10% in 2002/03.

Figure 12: Number of over-3-day workplace transport injuries to employees by industry 1998/99 - 2002/03p



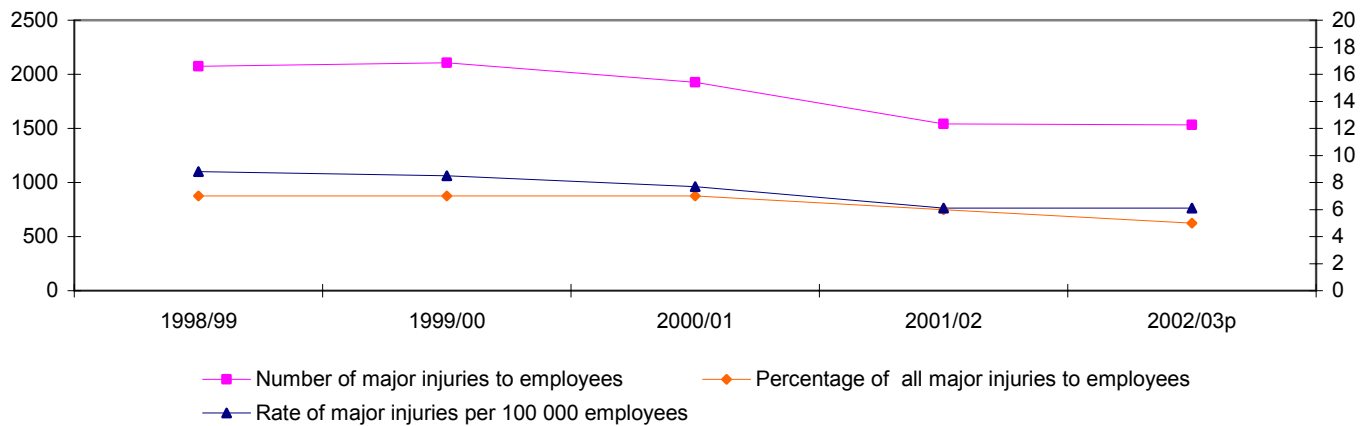
- Service industries accounts for the highest number for over-3-day workplace transport injuries to employees with approx 65 - 70% of injuries each year.
- A more detailed breakdown of the services industry is given in table 18.
- The proportion of over 3 day injuries in the Manufacturing sector has remained steady at approximately 25% each year.
- Construction, Agriculture and Extraction account for approximately 6%, 1.5% and <1% respectively.

Figure 13: Number of over-3-day workplace transport injuries to employees by agent 1998/99 - 2002/03p



- As with major injuries, forklift trucks account for over 25% of all over 3-day injuries.
- Cars are the second most common agent associated with over 3 day injuries accounting for almost 10% of injuries.
- Vans, other HGV's and trailers each account for approximately 6% of all over 3-day workplace transport injuries.

**Figure 14: Indicator for major workplace transport injuries to employees
1998/99 - 2002/03p**



Indicator for major workplace transport injuries to employees 1998/99 – 2002/03p

Year	Number of major workplace transport injuries	Workplace transport injuries as a percentage of all employee major injuries	Rate of major workplace transport injuries per 100 000 employees
1998/99	2 073	7%	8.8
1999/00	2 107	7%	8.5
2000/01	1 927	7%	7.7
2001/02	1 541	6%	6.1
2002/03p	1 534	5%	6.1

The trends of reported workplace transport major injuries have generally decreased in percentage terms and in incidence rate of major injury. The number of workplace transport major injuries to employees has decreased 35% between 1998/99 and 2002/03. The incidence rate of a workplace transport major injury has fallen from 8.8 per 100 000 employees in 1998/99 to 6.1 per 100 000 employees in 2002/03.

The reduction in 2001/02 will be partly accounted for by the use of the new coding guidelines, which clarified the distinction between a slip/trip on the level and a fall from a height. Some major injuries that were previously counted as falls from height may now be counted as slip/trips.

TABLE 1 Number of fatal workplace transport injuries 1998/99 – 2002/03p (HSE/LA)

Year	Employees	Self-employed	Members of the Public
1998/99	44	13	10
1999/00	31	11	12
2000/01	72	15	8
2001/02	39	10	4
2002/03p	41	8	8

TABLE 1a Number of fatal workplace transport injuries 1998/99 – 2002/03p (HSE)

Year	Employees	Self-employed	Members of the Public
1998/99	38	11	9
1999/00	27	11	12
2000/01	62	15	8
2001/02	38	10	4
2002/03p	35	8	7

TABLE 1b Number of fatal workplace transport injuries 1998/99 – 2002/03p (LA)

Year	Employees	Self-employed	Members of the Public
1998/99	6	2	1
1999/00	4	-	-
2000/01	10	-	-
2001/02	1	-	-
2002/03p	6	-	1

TABLE 2 Percentage of fatal workplace transport injury 1998/99 – 2002/03p (HSE/LA)

Year	Employees	Self-employed
1998/99	24%	20%
1999/00	20%	19%
2000/01	36%	19%
2001/02	20%	22%
2002/03p	24%	18%

TABLE 3 Number of major workplace transport injuries to workers and non fatal injuries to members of the public 1998/99 – 2002/03p (HSE/LA)

Year	Employees	Self-employed	Members of the Public
1998/99	2 073	56	346
1999/00	2 107	39	494
2000/01	1 927	34	383
2001/02	1 541	51	172
2002/03p	1 534	61	127

TABLE 3a Number of major workplace transport injuries to workers and non fatal injuries to members of the public 1998/99 – 2002/03p (HSE)

Year	Employees	Self-employed	Members of the Public
1998/99	1 707	51	207
1999/00	1 647	36	198
2000/01	1 596	28	182
2001/02	1 243	46	115
2002/03p	1 219	57	85

TABLE 3b Number of major workplace transport injuries to workers and non fatal injuries to members of the public 1998/99 – 2002/03p (LA)

Year	Employees	Self-employed	Members of the Public
1998/99	366	5	139
1999/00	460	3	296
2000/01	331	6	201
2001/02	298	5	57
2002/03p	315	4	42

TABLE 4 Number of over-3-day workplace transport injury to workers 1998/99–2002/03p (HSE/LA)

Year	Employees	Self-employed
1998/99	5 088	27
1999/00	5 408	27
2000/01	5 227	26
2001/02	3 443	17
2002/03p	3 354	31

TABLE 4a Number of over-3-day workplace transport injury to workers 1998/99–2002/03p (HSE)

Year	Employees	Self-employed
1998/99	3 669	25
1999/00	3 623	25
2000/01	3 731	22
2001/02	2 614	12
2002/03p	2 380	25

TABLE 4b Number of over-3-day workplace transport injury to workers 1998/99–2002/03p (LA)

Year	Employees	Self-employed
1998/99	1 419	2
1999/00	1 785	2
2000/01	1 496	4
2001/02	829	5
2002/03p	974	6

TABLE 5 Number of fatal workplace transport injuries to employees by kind 1998/99–2002/03p

Fatal	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	13	14
reverse	-	-	-	6	6
overturn	-	-	-	7	3
runaway	-	-	-	2	3
unknown	-	-	-	2	6
sub total	37	23	47	30	32
Collapse/overturn of a vehicle	1	4	16	3	3
People falling from a vehicle	1	2	3	1	3
Materials falling from a vehicle	5	2	6	5	3
Total	44	31	72	39	41
Hit whilst travelling in a vehicle	-	-	-	4	5

TABLE 6 Number of fatal workplace transport injuries to self-employed by kind 1998/99–2002/03p

Fatal	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	1	1
reverse	-	-	-	1	-
overturn	-	-	-	4	2
runaway	-	-	-	3	4
unknown	-	-	-	-	-
sub total	10	7	10	9	7
Collapse/overturn of a vehicle	2	3	4	-	-
People falling from a vehicle	-	1	-	-	1
Materials falling from a vehicle	1	-	1	1	-
Total	13	11	15	10	8
Hit whilst travelling in a vehicle	-	-	-	-	2

TABLE 7 Number of fatal workplace transport injuries to members of the public by kind 1998/99-2002/03p

Fatal	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	1	2
reverse	-	-	-	3	5
overturn	-	-	-	-	-
runaway	-	-	-	-	-
unknown	-	-	-	-	-
sub total	9	7	6	4	7
Collapse/overturn of a vehicle	-	-	2	-	-
People falling from a vehicle	1	2	-	-	1
Materials falling from a vehicle	-	3	-	-	-
Total	10	12	8	4	8
Hit whilst travelling in a vehicle	-	-	-	1	-

TABLE 8 Number of major workplace transport injuries to employees by kind
1998/99– 2002/03p

Major	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	376	366
reverse	-	-	-	175	177
overturn	-	-	-	25	17
runaway	-	-	-	58	37
Unknown	-	-	-	96	51
sub total	878	913	785	730	648
Collapse/overturn of a vehicle	75	93	67	48	35
People falling from a vehicle	827	830	837	666	724
Materials falling from a vehicle	293	271	238	97	127
Total	2 073	2 107	1 927	1 541	1 534
Hit whilst travelling in a vehicle	-	-	-	84	85

TABLE 9 Number of major workplace transport injuries to self employed by kind
1998/99– 2002/03p

Major	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	12	19
reverse	-	-	-	9	6
overturn	-	-	-	-	1
runaway	-	-	-	3	6
Unknown	-	-	-	-	1
sub total	28	21	13	24	33
Collapse/overturn of a vehicle	5	-	5	6	2
People falling from a vehicle	16	15	14	16	24
Materials falling from a vehicle	7	3	2	5	2
Total	56	39	34	51	61
Hit whilst travelling in a vehicle	-	-	-	1	3

TABLE 10 Number of over-3-day workplace transport injuries to employees by kind 1998/99–2002/03p

Over-3-day	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	1 264	1 292
reverse	-	-	-	434	426
overturn	-	-	-	24	17
runaway	-	-	-	105	61
unknown	-	-	-	282	155
sub total	2 617	2 839	2 766	2 109	1 951
Collapse/overturn of a vehicle	139	181	172	80	45
People falling from a vehicle	1 461	1 495	1 471	1 008	1 007
Materials falling from a vehicle	871	893	818	246	351
Total	5 088	5 408	5 227	3 443	3 354
Hit whilst travelling in a vehicle	-	-	-	550	562

TABLE 11 Number of over-3-day workplace transport injuries to self-employed by kind 1998/99–2002/03p

Over-3-day	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	7	12
reverse	-	-	-	3	8
overturn	-	-	-	-	-
runaway	-	-	-	-	-
unknown	-	-	-	4	2
sub total	14	14	21	14	22
Collapse/overturn of a vehicle	2	2	1	-	2
People falling from a vehicle	7	8	3	3	6
Materials falling from a vehicle	4	3	1	-	1
Total	27	27	26	17	31
Hit whilst travelling in a vehicle		-	-	1	-

TABLE 12 Number of non fatal workplace transport injuries to members of the public by kind 1998/99–2002/03p

Non fatal	1998/99	1999/00	2000/01	2001/02	2002/03p
Struck by a moving vehicle:					
forward	-	-	-	59	66
reverse	-	-	-	25	20
overturn	-	-	-	3	1
runaway	-	-	-	6	1
unknown	-	-	-	24	9
sub total	209	251	175	117	97
Collapse/overturn of a vehicle	7	35	16	2	2
People falling from a vehicle	101	181	172	47	21
Materials falling from a vehicle	29	27	20	6	7
Total	346	494	383	172	127
Hit whilst travelling in a vehicle	-	-	-	21	11

**TABLE 13 Number of fatal workplace transport injuries to employees by Industry
1998/99–2002/03p**

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	2	3	1	8	6
Extractive and Utility Supply	-	1	4	-	-
Manufacturing	9	3	8	9	7
Construction	8	7	22	12	6
Retail & Wholesale	9	3	10	-	3
Hotels & Restaurants	-	-	-	-	-
Transport:					
land	9	3	15	4	12
water/air	-	-	-	-	-
supporting and auxiliary activities	2	2	1	1	1
post and telecommunications	2	2	-	-	1
transport total	13	7	16	5	14
Offices	-	3	4	1	2
Public administration	-	-	1	3	1
Education	-	-	-	-	-
Health & Social Work	-	-	1	-	-
Other Services	3	4	5	1	2
Total	44	31	72	39	41

**TABLE 14 Number of fatal workplace transport injuries to self-employed by Industry
1998/99–2002/03p**

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	9	5	9	8	5
Extractive and Utility Supply	-	1	-	-	-
Manufacturing	2	1	-	-	-
Construction	-	-	4	1	1
Retail & Wholesale	2	3	1	-	2
Hotels & Restaurants	-	-	-	-	-
Transport:					
land	-	-	-	1	-
water/air	-	-	-	-	-
supporting and auxiliary activities	-	-	-	-	-
post and telecommunications	-	-	1	-	-
transport total	-	-	1	1	-
Offices	-	-	-	-	-
Public administration	-	-	-	-	-
Education	-	-	-	-	-
Health & Social Work	-	-	-	-	-
Other Services	-	1	-	-	-
Total	13	11	15	10	8

TABLE 15 Number of fatal workplace transport injuries to members of the public by Industry 1998/99–2002/03p

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	3	4	3	1	1
Extractive and Utility Supply	1	-	-	-	-
Manufacturing	-	1	1	-	-
Construction	1	-	-	1	1
Retail & Wholesale	-	-	-	-	1
Hotels & Restaurants	-	-	-	-	-
Transport:					
land	-	1	1	-	-
water/air	-	1	-	-	-
supporting and auxiliary activities	-	-	-	-	-
post and telecommunications	-	-	-	-	1
transport total	-	2	1	-	1
Offices	-	-	-	-	1
Public administration	1	-	-	1	2
Education	-	-	-	-	-
Health & Social Work	1	4	2	1	-
Other Services	3	1	1	-	1
Total	10	12	8	4	8

TABLE 16 Number of major workplace transport injuries to employees by Industry
1998/99–2002/03p

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	71	72	52	42	43
Extractive and Utility Supply	28	33	27	36	19
Manufacturing	541	526	490	361	360
Construction	299	265	260	215	190
Retail & Wholesale	329	323	246	208	205
Hotels & Restaurants	14	20	13	11	11
Transport:					
land	305	307	320	152	206
water/air	9	13	9	8	5
supporting and auxiliary activities	89	134	91	180	168
post and telecommunications	65	84	97	46	60
transport total	468	538	517	386	439
Offices	63	85	75	92	89
Public administration	120	111	108	89	95
Education	20	17	13	4	7
Health & Social Work	24	23	24	18	16
Other Services	96	94	102	79	60
Total	2 073	2 107	1 927	1 541	1 534

TABLE 17 Number of major workplace transport injuries to self-employed by Industry 1998/99–2002/03p

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	11	11	7	11	7
Extractive and Utility Supply	1	-	-	1	5
Manufacturing	14	6	4	7	9
Construction	13	10	8	20	22
Retail & Wholesale	4	1	7	4	8
Hotels & Restaurants	-	-	-	-	1
Transport:					
land	4	3	1	1	1
water/air	-	-	-	-	-
supporting and auxiliary activities	2	-	-	1	3
post and telecommunications	-	2	-	3	1
transport total	6	5	1	5	5
Offices	3	1	1	1	1
Public administration	-	1	1	-	-
Education	-	-	-	-	1
Health & Social Work	-	-	-	-	-
Other Services	4	4	5	2	2
Total	56	39	34	51	61

TABLE 18 Number of over-3-day workplace transport injuries to employees by Industry 1998/99–2002/03p

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	66	82	76	63	46
Extractive and Utility Supply	110	64	69	26	19
Manufacturing	1 292	1 306	1 313	869	749
Construction	329	367	338	238	203
Retail & Wholesale	1 045	1 182	1 020	501	561
Hotels & Restaurants	33	47	50	24	19
Transport:					
land	632	692	781	274	317
water/air	35	32	59	30	36
supporting and auxiliary activities	231	364	215	470	497
post and telecommunications	349	349	437	206	209
transport total	1 247	1 437	1 492	980	1 059
Offices	158	156	142	150	182
Public administration	471	413	372	350	316
Education	30	34	37	26	19
Health & Social Work	97	123	105	70	55
Other Services	210	197	213	146	126
Total	5 088	5 408	5 227	3 443	3 354

TABLE 19 Number of over-3-day workplace transport injuries to self-employed by Industry 1998/99–2002/03p

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	3	3	-	1	2
Extractive and Utility Supply	-	2	-	1	1
Manufacturing	2	6	6	1	2
Construction	14	8	6	8	10
Retail & Wholesale	1	1	4	4	3
Hotels & Restaurants	-	-	-	-	-
Transport:					
land	1	-	4	-	4
water/air	-	-	-	-	-
supporting and auxiliary activities	1	1	1	-	1
post and telecommunications	-	-	1	-	2
transport total	2	1	6	-	7
Offices	-	3	1	1	4
Public administration	2	2	1	-	1
Education	-	-	-	-	-
Health & Social Work	-	-	-	-	-
Other Services	3	1	2	1	1
Total	27	27	26	17	31

TABLE 20 Number of non fatal workplace transport injuries to members of the public by Industry 1998/99–2002/03p

Industry	1998/99	1999/00	2000/01	2001/02	2002/03p
Agriculture	15	22	20	9	5
Extractive and Utility Supply	1	-	1	-	-
Manufacturing	13	12	6	3	3
Construction	10	13	10	7	11
Retail & Wholesale	65	155	78	32	24
Hotels & Restaurants	14	25	9	3	4
Transport:					
land	22	22	27	14	7
water/air	3	1	-	-	1
supporting and auxiliary activities	16	5	7	5	4
post and telecommunications	1	1	-	-	-
transport total	42	29	34	19	12
Offices	16	15	5	9	3
Public administration	12	21	14	21	8
Education	38	48	45	23	29
Health & Social Work	21	31	25	13	10
Other Services	99	123	136	33	18
Total	346	494	383	172	127

TABLE 21 Number of fatal workplace transport injuries to workers by agent 2001/02 – 2002/03p

Agent group no.	Agent description	2001/02	2002/03p
02	Surfaces and structures – below ground level	-	1
07	Vehicles, plant and earth moving equipment	49	42
07.28	Other HGV	5	9
07.29	Trailer	3	7
07.42	Car	5	1
07.50	Fork lift truck	4	9
07.60	Wheeled tractor	10	2
07.80	Other vehicle agents	20	13
07.90	Not known	2	1
06	Conveying, lifting, storage systems and hand held pushed/pulled transport equipment	-	3
08	Machines and equipment – not hand tools	-	1
00	No information	-	2
	Total	49	49

TABLE 22 Number of major workplace transport injuries to employees by agent 2001/02 – 2002/03p

Agent group no.	Agent description	2001/02	2002/03p
01	Surfaces, structures and building access equipment	1	2
06	Conveying, lifting, storage systems and hand held pushed/pulled transport equipment	76	87
06.07	Overhead travelling crane	1	2
06.08	Lorry crane	1	4
06.10	Mobile crane	14	6
06.14	Hand trucks	54	73
06.80	Other conveying, lifting, storage agents	6	2
07	Vehicles, plant and earth moving equipment	1 447	1 435
07.26	Lorry loader	147	153
07.27	Van or light van	85	98
07.28	Other HGV	167	162
07.29	Trailer	179	209
07.42	Car	113	100
07.50	Fork lift truck	365	343
07.80	Other vehicle agents	370	348
07.90	Not known	21	22
08	Machines and equipment – not hand tools	6	5
09	Materials, objects, products, machine components	7	1
10	Substances and radiation	-	1
13	Leisure, entertainment and sports equipment	2	2
14	People	1	1
00	No information	1	-
	Total	1 541	1 534

TABLE 23 Number of over-3-day workplace transport injuries to employees by agent
2001/02 – 2002/03p

Agent group no.	Agent description	2001/02	2002/03p
01	Surfaces, structures and building access equipment	6	10
03	Systems for the distribution of materials or substances	-	1
04	Hand held tools and equipment	1	-
06	Conveying, lifting, storage systems and hand held pushed/pulled transport equipment	268	353
06.10	Mobile crane	23	8
06.14	Hand trucks	210	315
06.80	Other conveying, lifting, storage agents	35	30
07	Vehicles, plant and earth moving equipment	3 114	2 953
07.22	Refuse collection vehicle	62	69
07.26	Lorry loader	198	182
07.27	Van or light van	207	218
07.28	Other HGV	246	234
07.29	Trailer	223	255
07.40	Bus	43	33
07.42	Car	401	308
07.45	Cycle	105	113
07.47	Other vehicles for carrying people	73	52
07.50	Fork lift truck	902	860
07.52	Reach truck	54	57
07.80	Other vehicle agents	531	508
07.90	Not known	69	64
08	Machines and equipment – not hand tools	19	13
09	Materials, objects, products, machine components	14	12
12	Furniture washing and bathing facilities, office equipment, personal equipment	1	-
13	Leisure, entertainment and sports equipment	2	-
14	People	8	3
99	Other, firearms and not known	1	1
00	No information	8	8
	Total	3 442	3 354

TABLE 24 Major injuries to employees in workplace transport by occupation and kind 2002/03p

Occupation	SOC 3 digit	Hit by moving, falling object	Hit by moving vehicle	Falls from height	Collapse	Total
Managers in distribution, storage and retailing	Minor group 116	2	7	12	1	22
Engineering professionals	Minor group 212	1	9	11	4	25
Protective service occupations	Minor group 331	0	15	11	1	27
Agricultural trades	Minor group 511	2	19	9	2	32
Metal machining, fitting and instrument making trades	Minor group 522	4	7	8	0	19
Vehicle trades	Minor group 523	7	24	10	3	44
Construction trades	Minor group 531	8	22	22	2	54
Sales assistants and retail cashiers	Minor group 711	7	16	4	0	27
Process operatives	Minor group 811	7	58	35	1	101
Plant and machine operatives	Minor group 812	4	9	12	2	27
Construction operatives	Minor group 814	4	24	24	1	53
Transport drivers and operatives	Minor group 821	10	45	114	2	171
Heavy goods vehicle drivers	8211	21	58	241	2	322
Mobile machine drivers and operatives	Minor group 822	1	6	12	2	21
Fork lift truck drivers	8222	3	25	11	1	40
Elementary construction occupations	Minor group 912	3	24	19	2	48
Elementary process plant occupations	Minor group 913	2	16	3	1	22
Elementary goods storage occupations	Minor group 914	18	128	73	6	225
Postal workers, mail sorters, messengers, couriers	9211	1	7	24	0	32
Refuse and salvage occupations	9235	6	31	7	0	44
Elementary security occupations	Minor group 924	0	16	6	0	22
Others		16	82	56	2	156
		127	648	724	35	1 534

TABLE 25 Number of workplace transport injuries where a particular vehicle is identified by the kind of accident 2001/02

Kind	Employees			Self-employed			Members of the Public	
	Fatal	Major	Over-3-day	Fatal	Major	Over-3-day	Fatal	Non-fatal
Contact with moving machinery	3	94	192	3	6	3	-	10
Hit by moving, falling object	7	293	1 196	1	7	5	-	62
Hit by moving vehicle	30	709	2 035	9	22	14	4	101
Hit something fixed or stationary	4	201	1 077	-	1	1	1	58
Handling	-	200	2 296	-	4	4	-	22
Slip or trip	-	241	760	-	2	1	1	48
High fall	-	61	42	-	3	-	-	1
Low fall	-	464	697	-	9	3	-	24
Fall - height not known	1	140	261	-	4	-	-	22
Collapse	3	48	80	-	6	-	-	2
Drowned or asphyxiated	1	1	1	-	-	-	-	-
Contact with harmful substance	-	9	34	-	1	-	-	-
Fire	-	3	8	-	-	-	-	1
Explosion	-	-	2	-	-	-	-	-
Electricity	-	1	4	-	1	-	-	-
Physical assault	-	-	2	-	-	-	-	-
Other kind of accident	2	102	543	-	1	3	3	31
Not known	-	4	7	-	-	-	-	4
Total	51	2 571	9 237	13	67	34	9	386

TABLE 26 Number of workplace transport injuries where a particular vehicle is identified by the kind of accident 2002/03p

Kind	Employees			Self-employed			Members of the Public	
	Fatal	Major	Over-3-day	Fatal	Major	Over-3-day	Fatal	Non-fatal
Contact with moving machinery	4	79	163	2	6	2	1	4
Hit by moving, falling object	6	315	1 263	-	9	1	-	63
Hit by moving vehicle	30	632	1 879	5	32	21	6	83
Hit something fixed or stationary	6	199	1 071	2	5	5	-	28
Handling	-	281	2 867	-	1	6	-	15
Slip or trip	-	197	671	-	2	2	-	40
High fall	1	56	33	1	6	4	-	-
Low fall	1	477	634	-	10	1	1	6
Fall - height not known	1	191	340	-	8	1	-	15
Collapse	3	35	45	-	2	2	-	2
Drowned or asphyxiated	-	-	1	-	-	-	-	-
Contact with harmful substance	-	5	26	-	-	-	-	-
Fire	1	2	7	-	-	-	-	-
Explosion	-	2	3	-	-	-	-	-
Electricity	-	1	5	-	-	-	-	-
Physical assault	-	-	1	-	-	-	-	-
Other kind of accident	2	137	553	-	9	1	1	41
Not known	1	2	5	-	-	-	-	-
Total	56	2 611	9 567	10	90	46	9	297

The majority of the tables and figures in this factsheet are based on the original definition for workplace transport injuries. The coding classifications available for the period 1998/99 – 1999/2000 meant only four kinds of workplace transport accidents could be identified. These were:

Hit by a moving vehicle
 People falling from a vehicle
 Materials falling from a vehicle
 Collapse / overturn of a vehicle

With the introduction of the new coding classification in April 2001 all vehicle agents can be identified for all 'kinds' of accidents. This is a much wider definition than used in earlier years and as a result the statistics from the two definitions cannot be compared.

The agents used to identify workplace transport since 2001/02 and used in tables 25 and 26 include:

06.08 - Lorry crane	07.43 - Taxi
06.10 - Mobile crane	07.44 - Four wheel drive vehicle
06.14 - Hand trucks	07.45 - Cycle
07.01 - Bulldozer	07.46 - Scooter
07.02 - Dump truck	07.47 - Other vehicles for carrying people
07.03 - Dumper	07.50 - Fork lift truck
07.04 - Excavator	07.51 - Clamp truck
07.07 - Loader	07.52 - Reach truck
07.09 - Road making equipment	07.53 - Telescopic loader
07.20 - Road tanker	07.60 - Wheeled tractor
07.21 - Gully cleaner	07.61 - Tracked tractor
07.22 - Refuse collection vehicle	07.70 - Tracked armoured vehicle
07.23 - Skip truck	07.71 - Other military vehicle
07.24 - Slurry tanker	07.73 - Cargo handling vehicle
07.25 - Feed wagon	07.74 - Ambulance
07.26 - Lorry loader	07.75 - Fire appliance
07.27 - Van or light van	07.76 - Police vehicle
07.28 - Other HGV	07.80 - Other known vehicle - not in list
07.29 - Trailer	07.90 - Vehicle - Not known
07.30 - Rough terrain lift truck	08.01 - Harvesters, including combine
07.31 - All terrain vehicle	08.02 - Balers including pickup and bale handlers
07.40 - Bus	08.03 - Grass, hedge cutters including disc mower
07.41 - Coach minibus	08.05 - Borers and pilers
07.42 - Car	08.06 - Spreaders, sprayers

The workplace transport injury statistics given in this report for 1996/97 - 2001/02 were compiled from reports made to HSE and local authorities under the Reporting of Workplace transport injuries, Disease and Dangerous Occurrences Regulations 1995 (RIDDOR 95). These Regulations came into effect on 1 April 1996 and replaced RIDDOR 85, the Railways (Notice of Accidents) Order 1986, and certain provisions of the Offshore Installations (Inspectors and Casualties) Regulations 1973 and the Submarine Pipelines (Inspectors etc) Regulations 1977. Certain provisions of the Regulation of Railways Act 1871 and the Transport and Works Act 1992 were also repealed or amended.

Deaths of all employed people and members of the public arising from work activity are reportable to either HSE or the local authority. There are three categories of reportable workplace transport injury to workers defined under the regulations: fatal, major and over-3-day workplace transport injury. Examples of major workplace transport injuries include: fractures (except to fingers, thumbs or toes), amputations, dislocations (of shoulder, hip, knee, spine) and other workplace transport injuries leading to resuscitation or 24 hour admittance to hospital. Over-3-day workplace transport injuries include other workplace transport injuries to workers, which lead to their absence from work, or inability to do their usual job, for over three days. A non-fatal workplace transport injury to a member of the public is reportable if it results in the injured person being taken from the site of the incident to hospital.

Certain reporting requirements under RIDDOR 95 differ from those under the previous regulations, RIDDOR 85. For example, the definition of a major workplace transport injury to workers was widened and that of members of the public was altered to include the hospital criterion. Therefore statistics of worker fatalities are comparable, but other workplace transport injury statistics including major workplace transport injuries, dangerous occurrences from 1996/97 cannot be compared with those for previous years. RIDDOR 95 also introduced acts of violence at work, and acts of suicide or trespass on railways or other transport systems.

Workplace transport injuries which are not reportable under RIDDOR 95 are: road traffic accidents involving people traveling in the course of their work, which are covered by road traffic legislation; accidents reportable under separate merchant shipping, civil aviation and air navigation legislation; accidents to members of the armed forces; and fatal workplace transport injuries to the self-employed arising out of accidents at premises which the injured person either owns or occupies.

Workplace transport injury rates for employees produced by HSE are based on employment estimates produced by the Office for National Statistics (ONS). The Short Term Employment Survey is used to obtain top-level employment data and the Annual Business Inquiry has been used to obtain SIC 92 four-digit employment data since 2000/01, previously this was taken from the Annual Employment Survey. Such estimates are normally subject to a number of revisions based on information from the Annual Employment Survey. When HSE finalises the provisional workplace transport injury statistics, rates are revised using the employment data available at that particular time. Workplace transport injury rates are not revised to incorporate subsequent revisions to employment estimates by the ONS.

HSE developed the Labour Force Survey (LFS) as a source of information on workplace transport injury, to complement the flow of the workplace transport injury reports made by employers and others under RIDDOR. HSE placed a supplement of detailed questions on workplace transport injury in the 1990 LFS, and has placed a limited set of workplace transport injury questions annually since 1993. The LFS gives estimates on the levels of workplace transport injury which are not subject to under-reporting, and together with the rates of reported workplace transport injury, give estimates of the levels of reporting of workplace transport injuries in industries. LFS workplace transport injury rates are presented as three year moving averages, to reduce annual fluctuations, which stem from sampling error (2000/01 rate is the average of 1999/2000, 2000/01, and 2001/02 surveys).

Every three years a further question is asked to establish the actual number of days off work following the workplace transport injury. The total working days lost figure is based on those workplace transport injuries that result in at least one full day being taken off work. No estimates are made for the small proportion of people who are still off work following an workplace transport injury at the time of interview, or expect never to return to work. Further results and background information are available in the LFS fact sheet

www.hse.gov.uk/statistics/2002/lfsfct01.pdf.

The statistics are derived from a number of different sources, some of which are surveys and are therefore subject to sampling errors (because the estimates are based on a sample rather than the whole population). Where possible, "95% confidence intervals" are quoted to indicate the range of uncertainty due to this: each of these shows the range of values which we are 95% confident contains the true value. Correspondingly, a difference between two estimates is described as "statistically significant" if there is a less than 5% chance that it is due to sampling error alone.