

Statistics report for the Logistics industry (road haulage and warehousing), 2009/10 to 2013/14p (provisional)

Introduction

This report examines the accidents reported in the Logistics industry over a five year period from 2009/10 to 2013/14p. The data represents accidents and dangerous occurrences reported to HSE under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995. A further section covers enforcement activity carried out by HSE in the four years to 2013/14p.

In 2009, HSE transferred to a new Standard Industrial Classification system (SIC 2007 from SIC 2003). Industry data for years before 2010/11 has been subject to automatic back coding from SIC 2003 to SIC 2007, so injury numbers for 2009/10 and earlier must be considered to be estimates.

The following industries are in scope:

- SIC 49 Land transport and transport via pipelines
- SIC 50 Water transport
- SIC 52 Warehousing and support activities for transportation
- SIC 53 Postal and courier activities

Rail transport injuries are not included.

Recent changes to the RIDDOR reporting systems and to the definitions of reportable injuries have resulted in coding discontinuities.¹ As a result, it is no longer possible to produce robust injury statistics at a more detailed level than the 2 digit SIC classifications listed above, nor to identify clear trends at 2 digit level. (Figure 1 shows that the coding of logistics injuries has shifted from predominantly land transport to predominantly warehousing.)

¹ <http://www.hse.gov.uk/statistics/riddor-notification.htm>. See <http://www.hse.gov.uk/statistics/causinj/over-7-day-adjust.htm> for an estimate of the effect of the 2012/13 over 3 to over 7 day change on lost time injury numbers.

Figure 1 Injuries in logistics, 2009/10 to 2013/14p

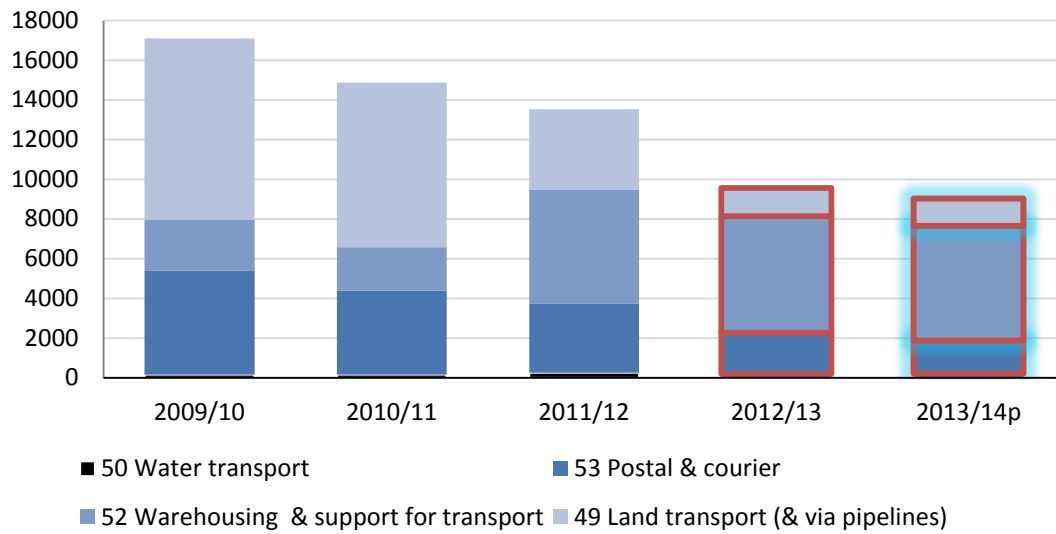


Table 1 Injuries in logistics (combined SICs, 49.50,52 & 53), 2009/10 to 2013/14p

Year	Fatal		Employee		
	Self-employed	Employee	Major/specified	Over 3/over 7 day	Total
2009/10	-	10	2 694	14 390	17 094
2010/11	-	12	2 473	12 371	14 856
2011/12	1	7	2 114	11 407	13 528
2012/13	-	6	1 986	7 565	9 557
2013/14p	1	9	1 905	7 109	9 023
Total	2	44	11 172	52 842	64 058

Member of the public	Fatal
2009/10	2
2010/11	1
2011/12	3
2012/13	1
2013/14p	-
Total	7

Figure 2 Share of total injuries to employees in logistics, by industry, 2009/10 – 2013/14p combined (RIDDER)

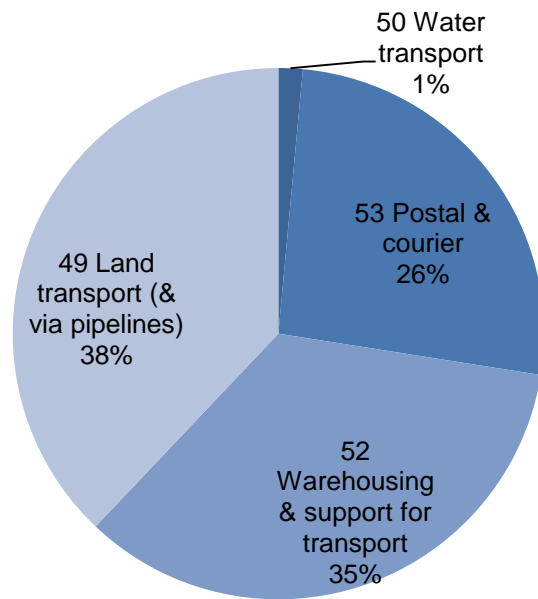


Table 2 Injuries and rates of injury to employees in land transport and warehousing (SICs 49 & 52 combined, RIDDOR)

	2009/10	2010/11	2011/12	2012/13	2013/14p	Total
Injuries						
Fatal	10	12	6	5	8	41
Major/specified	2 030	1 884	1 550	1 484	1 471	8 419
Over 3/over 7 day	9 676	8 587	8 254	5 795	5 680	37 992
Total	11 716	10 483	9 810	7 284	7 159	46 452
Rate per 100 000 employees						
Fatal	1.2	1.5	0.7	0.6	1.0	1.0
Major/specified	252.9	237.0	187.3	184.6	177.6	207.5
Over 3/over 7 day	1205.5	1080.2	997.6	721.0	685.6	936.4
Total	1459.7	1318.8	1185.7	906.2	864.2	1144.9

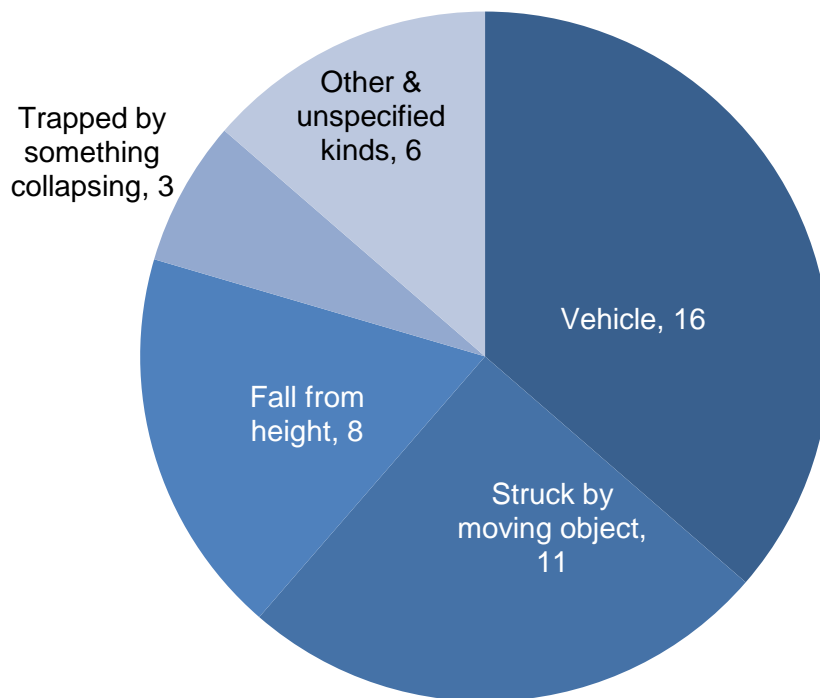
Table 3 Injuries to employees in postal and courier activities (SIC53, RIDDOR)

	2009/10	2010/11	2011/12	2012/13	2013/14p	Total
Injuries						
Fatal	-	-	1	1	-	2
Major/specified	632	555	518	463	387	2 555
Over 3/over 7 day	4 596	3 660	2 944	1 628	1 278	14 106
Total	5 228	4 215	3 463	2 092	1 665	16 663
Rate per 100 000 employees						
Fatal	--	--	0.4	0.4	-	0.1
Major/specified	216.8	201.6	195.8	169.5	139.3	184.8
Over 3/over 7 day	1576.4	1329.3	1112.9	595.9	459.9	1020.3
Total	1793.1	1530.9	1309.1	765.7	599.2	1205.3

Kind of accidents 2009/10 to 2013/14p

Over the period from 2009/10 to 2013/14p, the most common cause of a fatal injury to logistics employees was being struck by a moving vehicle. (In 2013/14p, for all industries, vehicle injuries were the third most common cause, with falls from height the most common.²) 41 out of 44 fatal injuries were in land transport & warehousing.

Figure 3 Fatal injuries to employees in logistics by kind, 2009/10 to 2013/14p combined



The main kind of major/specified injury was a slip or trip. (This is the most common kind of major injury across all industries.) Slips and trips accounted for about two thirds of major/specified injuries in the other logistics (postal and courier and water transport) industries but only just over a third of injuries in transport and warehousing. Falls from height, handling injuries and being struck by a falling object accounted for a much higher proportion of major/specified injuries in transport & warehousing.

Slips and trips were also the top cause of over-3-day and over-7-day injuries in other logistics, accounting for about four in ten injuries. Handling injuries were the top cause of over-3-day and over-7-day injuries in transport and warehousing, also accounted for about four in ten reports.

3% of major injuries in and 5% of lost time injuries on other logistics were due to being injured by an animal. Numbers of this kind of injury were very low in transport & warehousing.

² See <http://www.hse.gov.uk/statistics/causinj/kinds-of-accident.pdf>

Table 4 Kinds of non-fatal injuries to employees in logistics, 2009/10 to 2013/14p

	Post & water transport	Transport & wh/sing	Total	Post & water transport	Transport & wh/sing	Total
Major / specified						
Slip, trip, fall same level	1 750	2 907	4 657	64%	35%	42%
Fall from height	316	1 850	2 166	11%	22%	19%
Lifting and handling injuries	182	1 039	1 221	7%	12%	11%
Struck by object	177	985	1 162	6%	12%	10%
Struck by moving vehicle	48	525	573	2%	6%	5%
Injured by an animal	77	15	92	3%	0%	1%
Unspecified and all other kinds <5%	203	1 098	1 301	7%	13%	12%
Total	2 753	8 419	11 172	100%	100%	100%
Over-3 -day/ over-7-day						
Lifting and handling injuries	4 268	14 539	18 807	29%	38%	36%
Slip, trip, fall same level	6 086	8 462	14 548	41%	22%	28%
Struck by object	1 173	4 245	5 418	8%	11%	10%
Fall from height	906	2 563	3 469	6%	7%	7%
Struck against	538	2 082	2 620	4%	5%	5%
Injured by an animal	766	53	819	5%	0%	2%
Unspecified and all other kinds <5%	1 113	6 048	7 161	7%	16%	14%
Total	14 850	37 992	52 842	100%	100%	100%

Dangerous Occurrences

Table 5 - Dangerous Occurrence Kind³	2011/2012	2012/2013	2013/14p	Total
SIC 49	Land transport and transport via pipelines			
Collapse, overturning, failure of lifting equipment	-	3	7	10
Escape of flammable substances - sudden uncontrolled release	3	4	5	12
Accidental release or escape of substances liable to cause harm	-	5	5	10
Carriage of dangerous goods by road - release, escape of substances	3	2	1	6
All other Dangerous Occurrence kinds	8	10	13	31
Total	14	24	31	69
SIC 50	Water transport			
Collapse, overturning, failure of lifting equipment	7	11	8	26
All other Dangerous Occurrence kinds	11	2	3	16
Total	18	13	11	42
SIC 52	Warehousing and support activities for transportation			
Collapse, overturning, failure of lifting equipment	51	71	85	207
Accidental release or escape of substances liable to cause harm	12	19	14	45
Unintended collapse, partial collapse of building or structure	9	5	9	23
Fire and explosions caused by electrical short circuit	5	11	4	20
Explosion or fire resulting in plant stoppage	4	4	8	16
Freight container failure	2	7	5	14
Escape of flammable substances - sudden uncontrolled release	3	5	5	13
All other Dangerous Occurrence kinds	10	26	15	51
Total	96	148	145	389
SIC 53	Postal and courier activities			
Accidental release or escape of substances liable to cause harm	2	3	2	7
Collapse, overturning, failure of lifting equipment	1	1	2	4
All other Dangerous Occurrence kinds	2	6	5	13
Total	5	10	9	24

³ Dangerous Occurrence definitions changed midway through 2013/14. Where a match is possible (eg lifting machinery collapse) dangerous occurrences have been assigned the same code.

Enforcement Notices and Prosecutions.

Table 6 Enforcement notices issued by HSE in logistics industries, 2010/11 to 2013/14p

	Prohibition (immediate & deferred)	Improvement	Total
SIC 49	Land transport and transport via pipelines		
2010/2011	17	49	66
2011/2012	15	48	63
2012/2013	12	55	67
2013/14p	18	76	94
SIC 50	Water transport		
2010/2011	1	2	3
2011/2012	1	2	3
2012/2013	-	8	8
2013/14p	4	8	12
SIC 52	Warehousing and support activities for transportation		
2010/2011	10	31	41
2011/2012	13	49	62
2012/2013	9	47	56
2013/14p	8	25	33
SIC 53	Postal and courier activities		
2010/2011	-	4	4
2011/2012	-	6	6
2012/2013	-	3	3
2013/14p	-	4	4

Table 7 Prosecutions instituted by HSE in logistics industries, 2010/11 to 2013/14p

	Cases	Guilty fines	Total fines £	Average fine per guilty case £
SIC 49	Land transport and transport via pipelines			
2010/2011	4	3	168 000	56 000
2011/2012	9	8	325 000	40 625
2012/2013	8	5	352 000	70 400
2013/14p	10	8	607 000	75 875
SIC 50	Water transport			
2010/2011	-	-	-	-
2011/2012	-	-	-	-
2012/2013	2	2	26 000	13 000
2013/14p	-	-	-	-
SIC 52	Warehousing and support activities for transportation			

2010/2011	8	8	2 165 000	27 0625
2011/2012	5	4	138 000	34 500
2012/2013	3	2	17 000	8 500
2013/14p	5	5	172 500	34 500
SIC 53 Postal and courier activities				
2010/2011	-	-	-	-
2011/2012	-	-	-	-
2012/2013	-	-	-	-
2013/14p	1	1	250 000	250 000

RIDDOR

RIDDOR refers to the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (as amended), under which fatal and defined non-fatal injuries to workers and members of the public are reported by employers.

Certain types of work-related injury are not reportable under RIDDOR, so are excluded from these figures. Particular exclusions include injuries from **work-related road collisions**.

A number of key changes to the reporting system and legal requirements have occurred in recent years, with some impact on the resulting statistics:

- September 2011: the notification system changed to a predominantly online system.
- April 2012, the law was changed so that employers were required to report injuries leading to a worker becoming unable to do their usual job for more than seven days (over-7-day injuries). This replaced the previous 'over-3-day' legal requirement.
- October 2013: more extensive legislative changes were introduced to simplify the reporting of workplace injuries. The category of 'specified injury' replaced the previous 'major injury' category.

General caveats on RIDDOR data

RIDDOR data needs to be interpreted with care because:

- It is known that non-fatal injuries are substantially under-reported. Counts of non-fatal injuries reported under RIDDOR will almost always underestimate by a considerable amount the total that would have been recorded if there had been 100% reporting.

Under the old RIDDOR reporting requirement (major and over- 3-day) self-reported results suggested that just over half of all reportable non-fatal injuries to employees were actually reported., with the self-employed reporting a much smaller proportion. Under the newer requirements (major/specified and over-7-day), early indications suggest **reporting levels of non-fatal injuries to employees have fallen below half**.

- Any comparisons between different subsets within RIDDOR data (e.g. comparisons between one industrial sector and another) need to take account of the possibility of there being markedly different reporting levels in the subsets being compared.

Small Numbers

This output includes counts that are relatively small numbers. Caution is needed when interpreting small numbers. For example they can be subject to greater impact from random variation. Additionally, coding of data is by its nature an error-prone process. Miscoding is more likely to occur as the coding becomes more detailed. Thus, for example, when the industrial sector (SIC) or nature of employment (SOC) is coded to a four digit level, coding errors may have an important bearing.

Dangerous Occurrences

Reported and defined under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995. The incidents detailed were recorded as meeting the criteria for reporting under RIDDOR upon their initial notification to the Incident Contact Centre (ICC).identified by Standard Industrial Classification (SIC) 2007.

Enforcement

In Scotland HSE and local authorities investigate potential offences but cannot institute legal proceedings. HSE and local authorities send a report to the Crown Office and Procurator Fiscal Service (COPFS). COPFS makes the final decision whether to institute legal proceedings and which offences are taken. For more information, please see <http://www.hse.gov.uk/statistics/sources.htm#enforcement>

Prohibition notice figures include both immediate and deferred prohibition notices.

The above figures exclude enforcement activity taken by the Office for Rail Regulation (ORR)