

Workplace transport in Great Britain

Finalised for 2010/11

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Summary

Workplace Transport (WPT)

The information in this document relates to Health and Safety Statistics for 2010/11. The document can be found at: www.hse.gov.uk/statistics/causinj/kinds-of-accident.htm

This document gives an overview of workplace transport (WPT) injuries to employees that were reported to all RIDDOR enforcing authorities in 2010/11.

The workplace transport category included injuries caused by falls from vehicles and by being trapped by a overturning/collapsing vehicle, as well as injuries resulting from being struck by vehicles. Injuries resulting from being struck by a vehicle made up about half of workplace transport injuries.

Reporting system changes in 2011/12 mean that less detail is now collected so it is not possible to produce injury statistics covering the full range of workplace transport after 2010/11.¹ This finalises the published 2010/11 workplace transport injury statistics and will not be updated in future.

- 46 workers suffered a fatal injury involving workplace transport, in 2010/11.
- A quarter (26%) of fatal injuries to workers involved workplace transport. 30% of fatal injuries to employees were due to this.
- In comparison, workplace transport was involved in only 4% of reported non-fatal injuries to employees (6% of major and 4% of over-3-day injuries).

Table 1 Workplace transport injuries, 2010/11 (RIDDOR excluding Railways)

Injury	Employee	Self-employed	Workers	Members of the public
Fatal	36	10	46	9
Major	1 521	67	1 588	331
Over 3 day	3 399	45	3 444	
Total	4 956	122	5 078	340

¹ A workplace transport injury is a reportable injury where someone is injured by:

- a moving vehicle (including runaway and overturning vehicles).
- collapse of, fall from or something falling from a Specified Vehicle (See Appendix)
- striking against part of a Specified Vehicle whilst travelling in it.

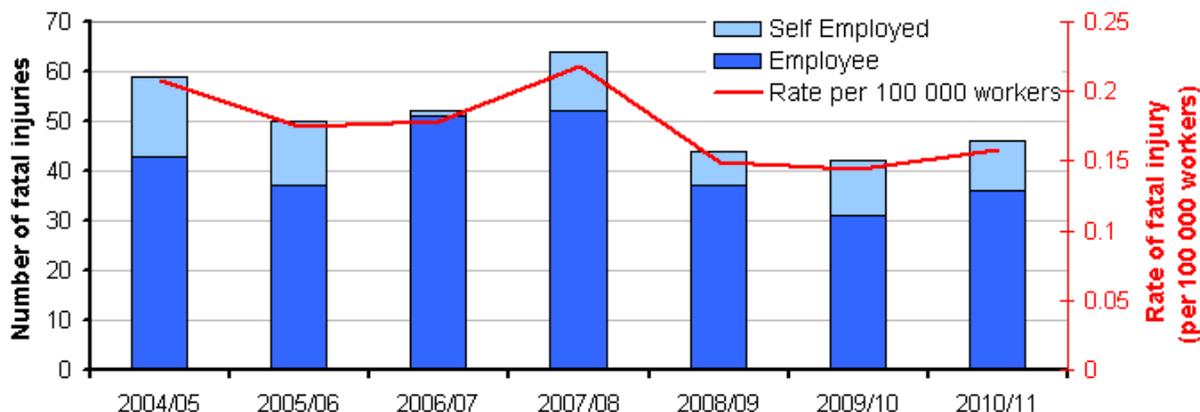
Due to changes in the coding of RIDDOR reports, it is no longer possible to identify these injuries separately.

Workplace transport fatal injuries (finalised for 2010/11)

In 2010/11:

- There were 46 fatal injuries to workers due to workplace transport. This was below the annual average (51) for the whole period from 2004/05 to 2010/11. The number and rate of fatal injuries have fluctuated from year to year, with a small overall downward trend.

Figure 1 Numbers and rates of fatal workplace transport injuries to workers (RIDDOR excluding Railways)



- There were nine fatal injuries to members of the public, roughly equal to the annual average for the period.
- The industries with the highest number of worker WPT fatal injuries were
 - Agriculture (11),
 - Construction (10),
 - Transportation & storage (9).
- Large goods vehicles (13), forklift trucks (7) and wheeled tractors (7) were involved in more than half of WPT deaths.
- The most common causes of fatal WPT injury were being hit by a vehicle moving forward, (30%) being hit by a reversing vehicle (15%) and being injured by an overturning vehicle (11%).

Table 2 Kinds of fatal workplace transport injury to workers

Kind of fatal injury	2010/11	Yearly average 2005/06 to 2009/10
Hit by a vehicle moving forward	14	11
Hit by a reversing vehicle	7	6
Overturning vehicle	5	4
Hit by a runaway vehicle not driven	4	7
Hit by a moving vehicle - unknown way	4	3
Trapped by something collapsing or overturning	4	7
Falls	3	3
Hit against vehicle whilst travelling in it	2	4

Non-fatal workplace transport injuries to employees

There is a general downward trend in both numbers and rates of non-fatal workplace transport injury to employees.

A high proportion of non-fatal workplace transport injuries are major. In 2010/11 there were 2.2 over-3-day workplace transport injuries for each major. This compares with a ratio of around 3.8 for all other injury types.

Table 3 Numbers and rates of non-fatal workplace transport injuries to employees (RIDDOR excluding Railways)

Employees	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Major injuries	1 987	1 875	1 862	1 829	1 792	1 582	1 521
Rate per 100 000 employees	8.1	7.6	7.4	7.2	7	6.3	6.1
Over 3 day injuries	4 683	4 309	4 246	4 070	3 984	3 478	3 399
Rate per 100 000 employees	19	17.4	16.9	16	15.6	13.9	13.6

The most common kinds of major workplace transport injuries to employees in 2010/11 were:

- a low fall from a vehicle (601). Almost half of major injuries involved falls from vehicles (710). More than four in ten falls (292) happened during loading or unloading vehicles.
- being hit by a moving vehicle (536).

Three kinds accounted for almost nine in every ten over-3-day workplace transport injuries to employees:

- being hit by a moving vehicle (1 303).
- striking against a vehicle while travelling in it (873). Around a quarter of these injuries took place on a public highway (229²) and 15% took place on site (135). A further quarter took place while storing and stacking (225).
- a low fall from a vehicle (806). Falls from vehicles accounted for more than a quarter of injuries (923) with about a third of falls taking place while loading and unloading (326).

² Some WPT injuries that occurred on the public highway may not have been technically reportable under RIDDOR, Sec 10, www.hse.gov.uk/pubns/books/l73.htm

Table 4 Detailed kinds of WPT injury to employees

Kind of workplace transport injury	2010/11		Yearly average 2005/06 to 2009/10	
	Major	Over 3 day	Major	Over 3 day
Fall from a height, up to and including 2 metres	601	806	611	867
Hit by a vehicle moving forward	329	897	388	1 046
Hit by a reversing vehicle	132	314	177	336
Hit against part of vehicle whilst travelling in it	131	873	163	1 037
Hit by object free falling from lifting machinery, vehicles & other equipment	125	293	180	401
Fall from a height - unspecified distance	73	98	115	150
Hit by a runaway vehicle not driven	51	53	41	64
Fall from a height, over 2 metres	36	19	45	23
Trapped by something collapsing or overturning	19	7	36	33
Hit by a moving vehicle - unknown way	14	30	25	54
Overturning vehicle where the injury is caused by the overturn	10	9	8	7
Total	1 521	3 399	1 788	4 017

Large goods vehicles and fork lift trucks were the most common agents of major injury, together accounting for almost 4 in ten (293 and 290 injuries, respectively).

Over half of over-3-day injuries (55%) were due to the top four agents:

- forklift trucks (811);
- cars (375);
- large goods vehicles (370); and
- hand trucks (319).

Overall, more than a fifth of non-fatal workplace transport injuries involved a forklift truck (19% of majors and 24% of over-3-day injuries)

Employee workplace transport injury rates by industry

- Transportation & storage was the riskiest industry sector for workplace transport, with both the highest numbers and rates of injury.
- In 2010/11, there were nine employee deaths, 438 major and 1 204 over 3 day injuries in transportation and storage. The overall injury rate was 139.3 per 100 000, slightly below the sector's rate across the whole five year period.
- Next highest was water supply, sewerage, waste management & remediation (122.4 per 100 000).
- Despite low numbers of reported injuries, this sector's fatal and major injury rates were the highest of all sectors, at 2.3 deaths and 40.3 major injuries per 100 000 employees.
- Injury rates in transportation & storage and water & waste were more than three times the rates in any of the other sectors.

The following chart shows the industries with the highest rates of workplace transport injury in 2010/11.

Figure 2 Numbers and rates of workplace transport injuries by industry, 2010/11 (RIDDOR)



Employee workplace transport injury rates by occupation

- Almost three in ten WPT injuries were to employees whose occupation included reference to driving, eg lorry, van and delivery drivers (1 365 out of 4 956).
- Elementary storage workers (1 085) and large goods vehicle drivers (735) were the specified occupations with the most WPT injuries.

Appendix

Specified Vehicles

- 06.08 - Lorry crane
- 06.10 - Mobile crane
- 06.14 - Hand trucks
- 07.01 - Bulldozer
- 07.02 - Dump truck
- 07.03 - Dumper
- 07.04 - Excavator
- 07.07 - Loader
- 07.09 - Road making equipment
- 07.20 - Road tanker
- 07.21 - Gully cleaner
- 07.22 - Refuse collection vehicle
- 07.23 - Skip truck
- 07.24 - Slurry tanker
- 07.25 - Feed wagon
- 07.26 - Lorry loader
- 07.27 - Van or light van
- 07.28 - Other LGV
- 07.29 - Trailer
- 07.30 - Rough terrain lift truck
- 07.31 - All terrain vehicle
- 07.40 - Bus
- 07.41 - Coach minibus
- 07.42 - Car
- 07.43 - Taxi
- 07.44 - Four wheel drive vehicle
- 07.45 - Cycle
- 07.46 - Scooter
- 07.47 - Other vehicles for carrying people
- 07.50 - Fork lift truck
- 07.51 - Clamp truck
- 07.52 - Reach truck
- 06.10 - Mobile crane
- 07.53 - Telescopic loader
- 07.60 - Wheeled tractor
- 07.61 - Tracked tractor
- 07.70 - Tracked armoured vehicle
- 07.71 - Other military vehicle
- 07.73 - Cargo handling vehicle
- 07.74 - Ambulance
- 07.75 - Fire appliance
- 07.76 - Police vehicle

- 07.80 - Other known vehicle - not in list
- 07.90 - Vehicle - Not known
- 08.01 - Harvesters, including combine
- 08.02 - Balers including pickup and bale handlers
- 08.03 - Grass, hedge cutters including disc mower
- 08.05 - Borers and pilers
- 08.06 - Spreaders, sprayers

Links to data sources and tables

Data Sources	Web Address (URL)
Labour Force Survey (LFS)	www.hse.gov.uk/statistics/sources.htm#lfs
Voluntary reporting of occupational diseases by specialist doctors (THOR)	www.hse.gov.uk/statistics/sources.htm#thor
Voluntary reporting of occupational diseases by General Practitioners (THOR GP)	www.hse.gov.uk/statistics/sources.htm#odin
RIDDOR (The Reporting Of Injuries, Diseases and Dangerous Occurrences Regulations 1995)	www.hse.gov.uk/statistics/sources.htm#riddor
Tables	Web Address (URL)
RIDKIND1	www.hse.gov.uk/statistics/tables/ridkind1.xls
RIDKIND2 -	www.hse.gov.uk/statistics/tables/ridkind2.xls
RIDKIND3-	www.hse.gov.uk/statistics/tables/ridkind3.xls
INJKIND1	www.hse.gov.uk/statistics/lfs/injkind1.xls
INJKIND1_3YR	www.hse.gov.uk/statistics/lfs/injkind1_3yr.xls
INJKIND2	www.hse.gov.uk/statistics/lfs/injkind2.xls
MSDIND4_3YR	www.hse.gov.uk/statistics/lfs/msdind4_3yr.xls
MSDMHW1_3YR	www.hse.gov.uk/statistics/lfs/msdmhw_3yr.xls
ULNMHW1_3YR	www.hse.gov.uk/statistics/lfs/ulnmhw1_3yr.xls
ULNIND2_3YR	www.hse.gov.uk/statistics/lfs/ulnind2_3yr.xls
Kinds of injury	www.hse.gov.uk/statistics/causinj/kinds-of-accident.htm
Slips trips and falls	www.hse.gov.uk/statistics/causinj/slips-trips-and-falls.pdf
Vehicle injuries	www.hse.gov.uk/statistics/causinj/vehicle-injuries.pdf
Workplace transport injuries (finalised for 2010/11)	www.hse.gov.uk/statistics/causinj/workplace-transport.pdf
Other tables	www.hse.gov.uk/statistics/tables/index.htm

National Statistics

The RIDDOR and LFS figures in this report are National Statistics.

National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference.

An account of how the figures are used for statistical purposes can be found at www.hse.gov.uk/statistics/sources.htm .

For information regarding the quality guidelines used for statistics within HSE see www.hse.gov.uk/statistics/about/quality-guidelines.htm

A revisions policy and log can be seen at www.hse.gov.uk/statistics/about/revisions/

Additional data tables can be found at www.hse.gov.uk/statistics/tables/.

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Last Update: October 2012

Next Update: There will be no future update due to changes in the data source in 2011

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First published 10/12.