Transportation and storage statistics in Great Britain, 2018

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This document can be found at
http://www.hse.gov.uk/statistics/industry/transportation.pdf
Key statistics in the Transportation and storage sector in Great Britain, 2018

52,000 workers suffering from work-related ill health (new or long-standing)

The rate of total self-reported work-related ill health, and specifically musculoskeletal disorders and stress, depression or anxiety shows no clear long-term trend

Source: LFS, annual average 2015/16-2017/18

15 fatal injuries to workers in 2017/18

This is broadly similar with the annual average number of fatalities for 2013/14-2017/18 (14)

Source: RIDDOR

34,000 non-fatal injuries to workers each year

The rate of self-reported non-fatal injury to workers shows a downward trend


Source: Non-fatal injuries reported under RIDDOR 2015/16-2017/18. RIDDOR is used here as the LFS is not able to provide a breakdown to this level of detail. Accident kinds are shown that account for 10% or more of injuries.
Introduction

This report provides a profile of workplace health and safety in the Transportation and Storage Sector. The 2007 Standard Industrial Classification (SIC)\(^1\) divides the Transportation and Storage Sector (SIC H) into 5 divisions, namely:

- Land transport and transport via pipelines (SIC 49)
- Water transport (SIC 50)
- Air transport (SIC 51)
- Warehousing and support activities for transportation (SIC 52)
- Postal and courier activities (SIC 53)

These divisions do not directly align with the sector plan for health and safety in logistics and transport (www.hse.gov.uk/aboutus/strategiesandplans/sector-plans/logistics.htm) which separates out logistics from passenger transport; consequently, the following groupings of 4-digit SIC codes were derived (which are used throughout this report) to better align the Transportation and storage sector (SIC H) with the sector plan.

**Logistics:**
- Road Haulage (SIC 4941, 4942)
- Warehousing (SIC 5210)
- Ports (freight) (SIC 5020, 5040, 5222) – referred to as Ports in this report
- Post and Courier (SIC 5310, 5320)
- Freight air transport (SIC 5121, 5122, 5223) – referred to as Air in this report
- Cross-cutting (SIC 5224, 5229)

**Passenger Transport (excluding rail transport):** - referred to as Transport in this report:
- SIC 4931, 4932, 4939, 5010, 5030, 5110, 5221

Other (out scope for HSE’s logistics and transport sector plan, including mostly passenger and freight rail transport and transport via pipelines):
- SIC 4910, 4920, 4950

The Transportation and Storage sector accounts for around 5% of the jobs in Great Britain\(^2\). The main source of data used within this report comes from the Labour Force Survey (LFS), a large-scale nationally representative survey of households, and is the most comprehensive data source for both work-related illness and workplace injury. Work-related injury analysis is supplemented with data from statutory notifications of workplace injuries under the Reporting of Injuries, Diseases and Dangerous Occurrence Regulations (RIDDOR) to ensure as complete a picture as possible. More details on these (and other) data sources can be found in Annex 1 towards the end of this report.

Annual LFS estimates for work-related ill health and workplace injuries are produced using either the latest three or eight years of data available; this is to ensure there are enough sample cases to generate reliable estimates – the source text will indicate the year-span.

\(^1\) The Transportation and storage sector is defined by Section H within the 2007 Standard Industrial Classification. See www.ons.gov.uk/methodology/classificationsandstandards/ukstandardindustrialclassificationofeconomicactivities/uksic2007 for more details.

\(^2\) Annual Population Survey 2017. Many transport and warehousing workers will be employed directly in other industry sectors, and therefore their activities are not included in this report.
## Work-related ill health

### All illness

In Transportation and storage:

- There were an estimated **52,000** work-related ill health cases (new or long-standing)
- **49%** were musculoskeletal disorders, **27%** were stress, depression or anxiety
- The rate of total self-reported work-related ill health, and specifically musculoskeletal disorders and stress, depression or anxiety shows no clear long-term trend.

*Source: LFS, annual average 2015/16-2017/18*

### At-a-glance breakdown of ill health cases by grouped sub-sectors

<table>
<thead>
<tr>
<th>Road haulage</th>
<th>Warehousing</th>
<th>Post and courier</th>
<th>Cross-cutting</th>
<th>Transport</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2,900</strong></td>
<td><strong>3,150</strong></td>
<td><strong>3,840</strong></td>
<td><strong>4,820</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2.9%)</td>
<td>(3.2%)</td>
<td>(3.8%)</td>
<td>(4.8%)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication.*

### Comparing ill health rates of sub-sectors in Transportation and storage:

- Around **3.4%** of workers in Transportation and storage suffered from work-related ill health (new or long standing cases), similar to the rate for workers across all industries (3.2%, not a statistically significant difference)
- Air transport is the only sub-sector with a rate statistically significantly higher compared to the All industries rate

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart.*
Work-related ill health
Musculoskeletal disorders

In Transportation and storage:
- There were an estimated **26,000** work-related cases of musculoskeletal disorders (new or long-standing), about half of all ill health in this Sector
- The rate of musculoskeletal disorders shows no clear long-term trend.

*Source: LFS, annual average 2015/16-2017/18*

### At-a-glance breakdown of musculoskeletal disorders by grouped sub-sectors

<table>
<thead>
<tr>
<th>Sub-sector</th>
<th>Rate per 100,000 workers</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road haulage</td>
<td>1,400</td>
<td>(1.4%)</td>
</tr>
<tr>
<td>Warehousing</td>
<td>1,760</td>
<td>(1.8%)</td>
</tr>
<tr>
<td>Post and courier</td>
<td>2,410</td>
<td>(2.4%)</td>
</tr>
<tr>
<td>Air</td>
<td>2,680</td>
<td>(2.7%)</td>
</tr>
<tr>
<td>Cross-cutting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ports</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transport</td>
<td>1,630</td>
<td>(1.6%)</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Transportation and storage</td>
<td>1,760</td>
<td>(1.8%)</td>
</tr>
<tr>
<td>All industries</td>
<td>1,290</td>
<td>(1.3%)</td>
</tr>
</tbody>
</table>

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. The hatched bar indicates that the numbers of sample cases for Ports, Cross cutting and Other are too small to provide an estimate for each.*

### Comparing rates of musculoskeletal disorders in Transportation and storage

- Around **1.8%** of workers in Transportation and storage suffered from work-related musculoskeletal disorders (new or long standing cases), which is **statistically significantly higher** than the rate for workers across all industries (1.3%)
- Post and courier, and Air transport both have rates statistically significantly higher compared to the All industries rate

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart*
Work-related ill health
Stress, depression or anxiety

In Transportation and storage:
- There were an estimated **14,000** work-related cases of stress, depression or anxiety (new or long-standing), about a third of all ill health in this Sector
- The rate of self-reported work-related stress, depression or anxiety shows no clear long-term trend

*Source: LFS, annual average 2015/16-2017/18*

**At-a-glance breakdown of stress, depression or anxiety by grouped sub-sectors**

<table>
<thead>
<tr>
<th>Road haulage</th>
<th>Post and courier</th>
<th>Transport</th>
<th>All other sub-sectors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sample cases too small to provide estimate</td>
<td>960 (1.0%) Sample cases too small to provide estimate</td>
<td>860 (0.9%) Sample cases too small to provide estimate</td>
<td>Sample cases too small to provide estimate</td>
</tr>
</tbody>
</table>

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. The hatched bar indicates that the numbers of sample cases for Warehousing, Air transport, Ports, Cross cutting and Other are too small to provide an estimate for each.*

**Comparing rates of stress, depression or anxiety in Transportation and storage**

- Around **0.9%** of workers in Transportation and storage suffered from work-related stress depression or anxiety (new or long standing cases), which is **statistically significantly lower** than the rate for workers across All industries (1.3%)
- Within the subsectors, Transport has a rate statistically significantly lower compared to the All industries rate

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart*
Work-related ill health
Changes over time

All work-related ill health

Source: LFS, annual rates. There is no data available for 2002/03 and 2012/13; this is shown by the straight dashed line that joins the two data points either side.

Work-related musculoskeletal disorders

Source: LFS, annual rates. There is no data available for 2002/03 and 2012/13; this is shown by the straight dashed line that joins the two data points either side.

Work-related stress, depression or anxiety

Source: LFS annual averages, grouped by 3 years, from 2001/02 to 2017/18. Estimates for this Sector are based on a relatively small number of sample cases, resulting in wide confidence intervals; this makes trends difficult to identify.
Workplace injuries

Fatalities

In Transportation and storage:

- There were 15 fatal injuries in 2017/18
- This is broadly in line with the annual average over the last five years (annual average 14, 2013/14-2017/18)
- Over the same five year period, 39% of deaths were due to being struck by a moving vehicle, 19% falls from height and 17% struck by a moving/falling object.

Source: RIDDOR

Transportation and storage compared with All industry

The Transportation and storage sector has a rate of fatal injury around twice the average rate across All industries

Source: RIDDOR, annual average 2013/14-2017/18

Changes over time

The fatal injury rate in 2017/18 while lower than in 2004/05, has fluctuated in recent years

Source: RIDDOR, 2004/05-2017/18
Workplace injuries
Labour Force Survey – HSE’s preferred data source for non-fatal injuries

In Transportation and storage:
- There were an estimated **34,000** workers who sustained an injury at work
- About two fifths of these cases resulted in absence from work of over 7 days
- The rate of self-reported non-fatal injury to workers shows a downward trend

*Source: LFS, annual average 2015/16-2017/18*

At-a-glance breakdown of non-fatal injuries by grouped subsectors

<table>
<thead>
<tr>
<th>Subsector</th>
<th>Rate per 100,000 workers</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Logistics</strong></td>
<td></td>
</tr>
<tr>
<td>Road haulage</td>
<td></td>
</tr>
<tr>
<td>Warehousing</td>
<td>3,020 (3.0%)</td>
</tr>
<tr>
<td>Post and courier</td>
<td>3,150 (3.2%)</td>
</tr>
<tr>
<td>Air</td>
<td>3,570 (3.6%)</td>
</tr>
<tr>
<td>Cross-cutting</td>
<td>Sample cases too small to provide estimate</td>
</tr>
<tr>
<td>Ports</td>
<td>Sample cases too small to provide estimate</td>
</tr>
<tr>
<td><strong>Transport</strong></td>
<td></td>
</tr>
<tr>
<td>Transport</td>
<td>1,520 (1.5%)</td>
</tr>
<tr>
<td>Other</td>
<td>2,740 (2.7%)</td>
</tr>
<tr>
<td>All Transportation and storage</td>
<td>2,520 (2.5%)</td>
</tr>
<tr>
<td>All industries</td>
<td>1,900 (1.9%)</td>
</tr>
</tbody>
</table>

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. The hatched bar indicates that the numbers of sample cases for Air transport, Ports and Cross cutting are too small to provide an estimate for each.*

Comparing rates of non-fatal injuries in Transportation and storage

- Around **2.5%** of workers in Transportation and storage sustained a workplace injury. This rate is **statistically significantly higher** than for workers across All industries (1.9%)
- All the sub-sectors (for which an estimate is available) are statistically significantly higher than the All industries rate, apart from Transport which is statistically significantly lower

*This is not statistically significant for the annual average based on the three-year period (that is used to give the overall estimate of workplace injuries)*

Figures in italics are estimates based on fewer than 30 sample cases

*Source: LFS, annual average (2009/10-2011/12, 2013/14-2017/18). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart.*
Workplace injuries
Labour Force Survey – HSE’s preferred data source for non-fatal injuries (continued)

Changes over time

The rate of self-reported non-fatal injury to workers shows a downward trend, and is supported by a falling rate of non-fatal injuries reported by employers to RIDDOR

Source: LFS 2000/01 – 2017/18
Work-related injuries

Supporting information from RIDDOR
(Reporting of Injuries, Diseases and
Dangerous Occurrences Regulations)#

In Transportation and storage:

- There were **10,253** non-fatal injuries to employees reported by employers to RIDDOR in 2017/18
- **2,339** (23%) were specified injuries## and **7,914** (77%) were over 7-day injuries

*Source: RIDDOR, 2017/18*

### Accident kind for the latest three years (2015/16 – 2017/18)

<table>
<thead>
<tr>
<th>Accident Type</th>
<th>Over 7-day Injuries</th>
<th>Specified Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Injured while handling, lifting or carrying</td>
<td>32%</td>
<td>7%</td>
</tr>
<tr>
<td>Slips, trips or falls on same level</td>
<td>43%</td>
<td></td>
</tr>
<tr>
<td>Struck by moving, including flying/falling, object</td>
<td>12%</td>
<td>11%</td>
</tr>
<tr>
<td>Falls from a height</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Strike against something fixed or stationary</td>
<td>5%</td>
<td>4%</td>
</tr>
<tr>
<td>Struck by moving vehicle</td>
<td>4%</td>
<td>6%</td>
</tr>
<tr>
<td>Contact with moving machinery</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Other kind of accident</td>
<td>12%</td>
<td>7%</td>
</tr>
</tbody>
</table>


# The LFS gives the best indication of the scale of workplace injury within the sector. RIDDOR provides additional information for non-fatal injuries, but needs to be interpreted with care since it is known that non-fatal injuries are substantially under-reported, especially for the self-employed. Variations in reporting rates both between industries and over time make such comparisons difficult. However, RIDDOR is often useful in providing analysis at a detailed level not available through the LFS, mainly around the type of accident itself.

## Specified injuries are a defined list of injuries. The full list is at [www.hse.gov.uk/riddor/reportable-incidents.htm](http://www.hse.gov.uk/riddor/reportable-incidents.htm)
Impact of health and safety failings

**Economic cost**

Economic cost of workplace injury and new cases of work-related ill health in Transportation and storage

- The total economic cost in 2016/17 is estimated at £866M
- This accounts for 6% of the total cost across all industries (£14.9 billion)

<table>
<thead>
<tr>
<th>Injury</th>
<th>£444M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illness</td>
<td>£422M</td>
</tr>
</tbody>
</table>

Source: HSE Costs to Britain, 2016/17. Workplace injury and ill health impose costs: both financial (for example in terms of lost output and healthcare costs) and non-financial (the monetary valuation of the human cost of injury and illness in terms of loss of quality of life, and for fatalities, loss of life). Taken together, this gives the total economic cost to society. This cost is shared between individuals, employers and government/taxpayers.

**Enforcement**

Enforcement notices issued by HSE to businesses in this Sector, 2017/18p

- In addition to these enforcement notices, 11 prosecution cases# were brought by HSE and, in Scotland, COPFS in 2017/18p; 10 resulted in a guilty verdict for at least one offence.
- The resulting fines from these prosecutions totalled around £2M in 2017/18, with an average fine per case of £206,000##

Source: HSE Enforcement Data

HSE and local authorities are responsible for enforcing health and safety legislation. For the most serious offences, inspectors may serve improvement notices and prohibition notices and they may prosecute (or in Scotland, report to the Crown Office and Procurator Fiscal Service (COPFS) with a view to prosecution).

#Cases refer to a prosecution against a single defendant. The defendant may be an individual person or a company. There may be one or more breach of health and safety legislation (offences) in each case.

## New sentencing guidelines for health and safety offences came into force February 2016. A feature of these guidelines is that the fine is related to the turnover of organisations and, as a result, large organisations convicted of offences are receiving larger fines than seen prior to these guidelines.
Annex 1: Sources and definitions used

The Labour Force Survey (LFS): The LFS is a national survey run by the Office for National Statistics of currently around 38,000 households each quarter. HSE commissions annual questions in the LFS to gain a view of self-reported work-related illness and workplace injury based on individuals' perceptions. The analysis and interpretation of these data are the sole responsibility of HSE.

- Self-reported work-related illness: People who have conditions which they think have been caused or made worse by their current or past work, as estimated from the LFS. Estimated total cases include long-standing as well as new cases. New cases consist of those who first became aware of their illness in the last 12 months.
- Self-reported injuries: Workplace injuries sustained as a result of a non-road traffic accident, as estimated by the LFS.

RIDDOR: The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations, 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, hence excluded from these figures. Particular exclusions include fatalities and injuries to the armed forces and injuries from work-related road collisions.

HSE Costs to Britain Model: Developed to estimate the economic costs of injury and new cases of ill health arising from current working conditions. The economic cost estimate includes estimates of financial (or direct) costs incurred (either in terms of payments that have to be made or income/output that is lost) and the monetary valuation of the impact on quality and loss of life of affected workers.

HSE Enforcement data: The main enforcing authorities are HSE and local authorities. In Scotland, HSE and local authorities investigate potential offences but cannot institute legal proceedings and the Crown Office and Procurator Fiscal Service (COPFS) makes the final decision whether to institute legal proceedings and which offences are taken. Enforcement notices cover improvement, prohibition and deferred prohibition. Offences prosecuted refer to individual breaches of health and safety legislation; a prosecution case may include more than one offence. Where prosecution statistics are allocated against a particular year, unless otherwise stated, the year relates to the date of final hearing with a known outcome. They exclude those cases not completed, for example adjourned.
**Rate per 100,000:** The number of annual injuries or cases of ill health per 100,000 employees or workers.

**95% confidence interval:** The range of values which we are 95% confident contains the true value, in the absence of bias. This reflects the potential error that results from surveying a sample rather than the entire population.

**Statistical significance:** A difference between two sample estimates is described as ‘statistically significant’ if there is a less than 5% chance that it is due to sampling error alone.

For more information, see [www.hse.gov.uk/statistics/sources.pdf](http://www.hse.gov.uk/statistics/sources.pdf)
## Annex 2: List of tables

The data in this report can be found in the following tables:

<table>
<thead>
<tr>
<th>Tables</th>
<th>Web Address (URL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work-related illness</td>
<td></td>
</tr>
<tr>
<td>Workplace injuries</td>
<td></td>
</tr>
<tr>
<td>RIDIND</td>
<td><a href="http://www.hse.gov.uk/Statistics/tables/ridind.xlsx">www.hse.gov.uk/Statistics/tables/ridind.xlsx</a></td>
</tr>
<tr>
<td>Work related illness and workplace injuries for sub-sectors</td>
<td></td>
</tr>
<tr>
<td>Costs to Britain of workplace injury and illness</td>
<td></td>
</tr>
<tr>
<td>Enforcement</td>
<td></td>
</tr>
<tr>
<td>Other tables can be found at:</td>
<td><a href="http://www.hse.gov.uk/Statistics/tables/index.htm">www.hse.gov.uk/Statistics/tables/index.htm</a></td>
</tr>
</tbody>
</table>
National Statistics

National Statistics status means that statistics meet the highest standards of trustworthiness, quality and public value. They are produced in compliance with the Code of Practice for Statistics, and awarded National Statistics status following an assessment by the Office for Statistics Regulation (OSR). The OSR considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Health and Safety Executive’s responsibility to maintain compliance with the standards expected by National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the OSR promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

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/

General enquiries: Statistician sam.wilkinson@hse.gov.uk
Journalists/media enquiries only: www.hse.gov.uk/contact/contact.htm