

# A study of HSE RIDDOR and Enforcement statistics for the Air Transport industry - 2009/10 to 2013/14p

## Introduction

This report examines the accidents and dangerous occurrences reported in the Air Transport 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 is included covering enforcement activity undertaken by HSE in the three years to 2013/14p.

HSE RIDDOR statistics are recorded using Standard Industrial Classification codes (SIC). In 2009 HSE transferred to a new industrial classification system (SIC 2007, from SIC 2003). In the following tables, injury numbers for years before 2009/10 have been recoded under SIC 2007, to enable comparative analysis of trends.

The analysis covers the following main industry SIC codes (to 4 digit level) and figures are combined totals:

- 5110 – Passenger air transport
- 5121 – Freight air transport
- 5223 – Service activities incidental to air transportation (air traffic control, terminal facilities)

## Exclusion

5224 – Cargo Handling

Some RIDDOR reports for air transport are classified as cargo handling. The Cargo handling code (SIC 5224) covers unloading and unloading of goods or passengers' luggage irrespective of the mode of transport (air transport, ports and docks and road haulage). It is not always possible to be sure which mode of transport is involved, so cargo handling injuries have not been included here.

## March 2015

### RIDDOR Statistics: Air Transport - 2013/14p

Table 1 shows the combined employee accident figures for the air transport industry (excluding SIC 5224 cargo handling accidents)

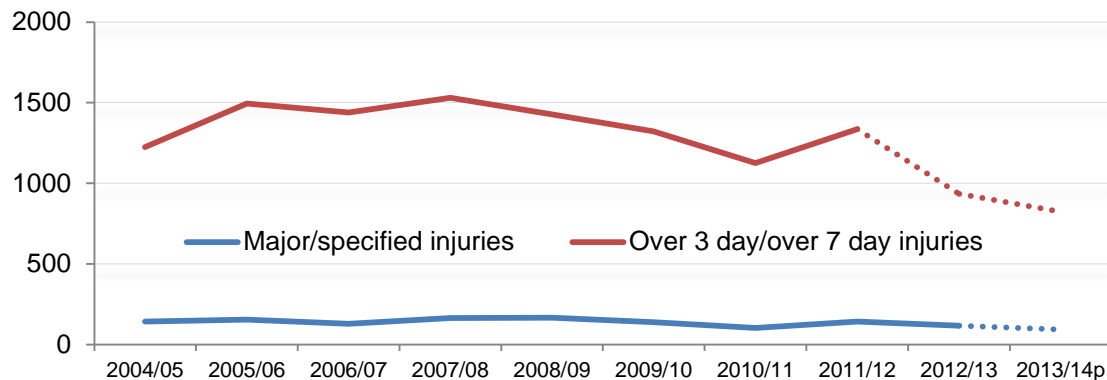
**Table 1 Employee injury numbers and rates of injury per 100 000 employees in air transport (excluding air cargo handling)**

	2009/10	2010/11	2011/12	2012/13	2013/14p	5 years
<b>Number</b>						
Fatal	0	0	1	0	1	2
Major/specified <sup>1</sup>	138	102	143	117	94	594
Over 3 day/over 7 day	1323	1125	1336	935	823	5542
<b>Total</b>	<b>1461</b>	<b>1227</b>	<b>1480</b>	<b>1052</b>	<b>918</b>	<b>6138</b>
<b>Rate</b>						
Fatal	0.0	0.0	0.9	0.0	0.8	0.3
Major/specified	112.2	87.8	122.7	99.9	79.6	85.0
Over 3 day/over 7 day	1075.6	968.5	1146.6	798.3	696.7	792.9
<b>Total</b>	<b>1187.7</b>	<b>1056.3</b>	<b>1270.2</b>	<b>898.2</b>	<b>777.1</b>	<b>878.2</b>

<sup>1</sup> See <http://www.hse.gov.uk/statistics/causinj/over-7-day-adjust.htm> and <http://www.hse.gov.uk/statistics/riddor-notification.htm> for discussion of the impact of RIDDOR system changes

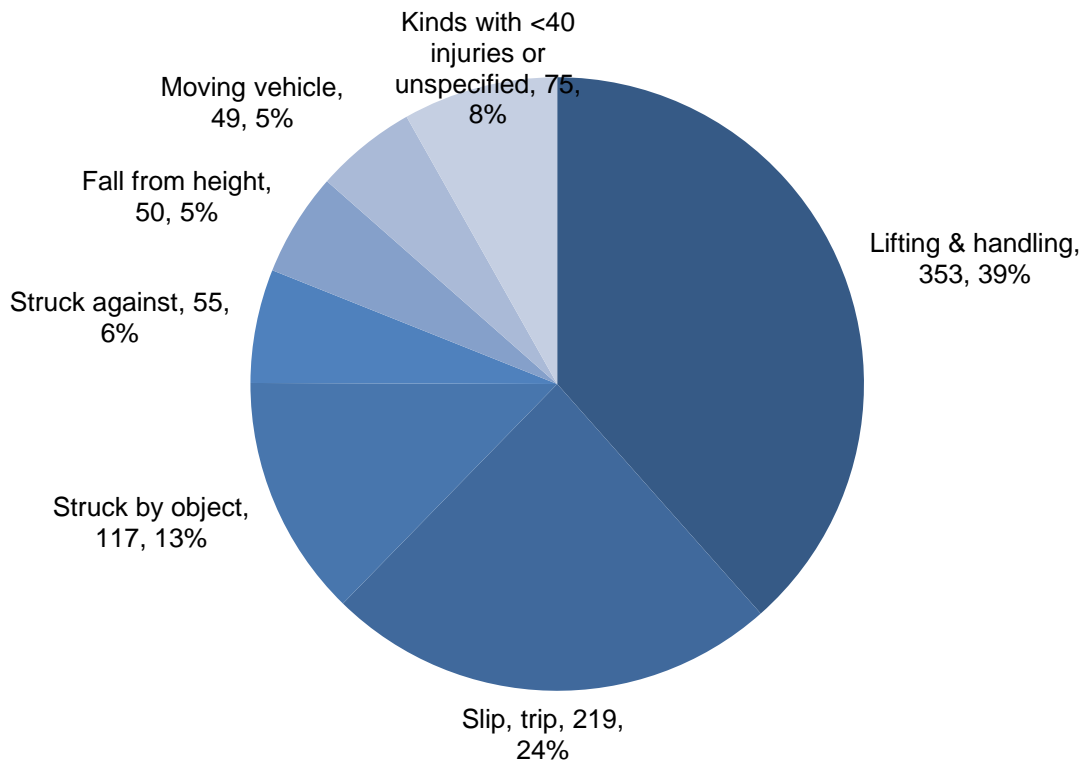
## Accident trends

**Figure 1 Injury trends 2004/05 to 2013/14p for Air Transport (excluding air cargo handling)**



Dotted lines indicate RIDDOR system changes (1) the requirement to report injuries leading to absence from work lasting longer than 3 days, changed to more than 7 days, from 2011/12 (2) definition of serious reportable injuries as “major” changed to include only “specified” categories (mid 2013/14p) See <http://www.hse.gov.uk/statistics/riddor-notification.htm>

**Figure 2 Injuries to employees in air transport, by injury kind, 2013/14p**



## Reported Dangerous Occurrences (DOs)

**Table 3 Reported dangerous occurrences, as defined in the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) for Air transport (excluding cargo handling related incidents).**

DO by Type	2011/2012	2012/2013	2013/2014	Total
Collapse, overturning of lifting machinery	1	2	4	7
Malfunction of breathing apparatus	-	5	1	6
Accidental release or escape of substances liable to cause harm	1	2	2	5
Pressure systems failure	-	-	2	2
Private Type Railways	-	1	-	1
Diving operations incidents	-	1	-	1
Failure of a pressure system	-	-	1	1
Escape of flammable substances - sudden uncontrolled release	1	-	-	1
Accidental release or escape of substances liable to cause harm	-	-	1	1
Unintended collapse, partial collapse of building or structure	-	1	-	1
<b>Total</b>	<b>3</b>	<b>12</b>	<b>11</b>	<b>26</b>

## Prosecutions and notices

**Table 4 Notices issued by HSE for air transport (excluding cargo handling) 2010/11 to 2013/14p**

	SIC	Prohibition		Improvement	Total
		Immediate	Deferred		
2010/2011	51101	-	1	2	3
	52230	-	1	4	5
	<b>Total</b>	-	<b>2</b>	<b>6</b>	<b>8</b>
2011/2012	51210	-	-	2	2
	52230	1	-	2	3
	<b>Total</b>	<b>1</b>	-	<b>4</b>	<b>5</b>
2011/2012	<b>Total</b>	-	-	-	-
2013/2014	51102	1	-		1
	51210	-	-	1	1
	52230	-	-	2	2
	<b>Total</b>	<b>1</b>	-	<b>3</b>	<b>4</b>
4 year total		2	2	13	17

**Table 5 Cases prosecuted by HSE for air transport (excluding cargo handling) 2010/11 to 2013/14p**

	Four Digit SIC	Case ID	Guilty Fine £
2010/2011	52230	4180024	<b>7 0000</b>
2011/12	51210	4246675	<b>(not guilty)</b>
2012/13	-	-	-
2013/14p	52230	4273099	75 000
		4279405	75 000
	52230		
	Total		<b>150 000</b>
4 year total			<b>220 000</b>

## 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).