

Transportation and storage statistics in Great Britain, 2021

Data up to March 2021

Annual statistics

Published 16th December 2021

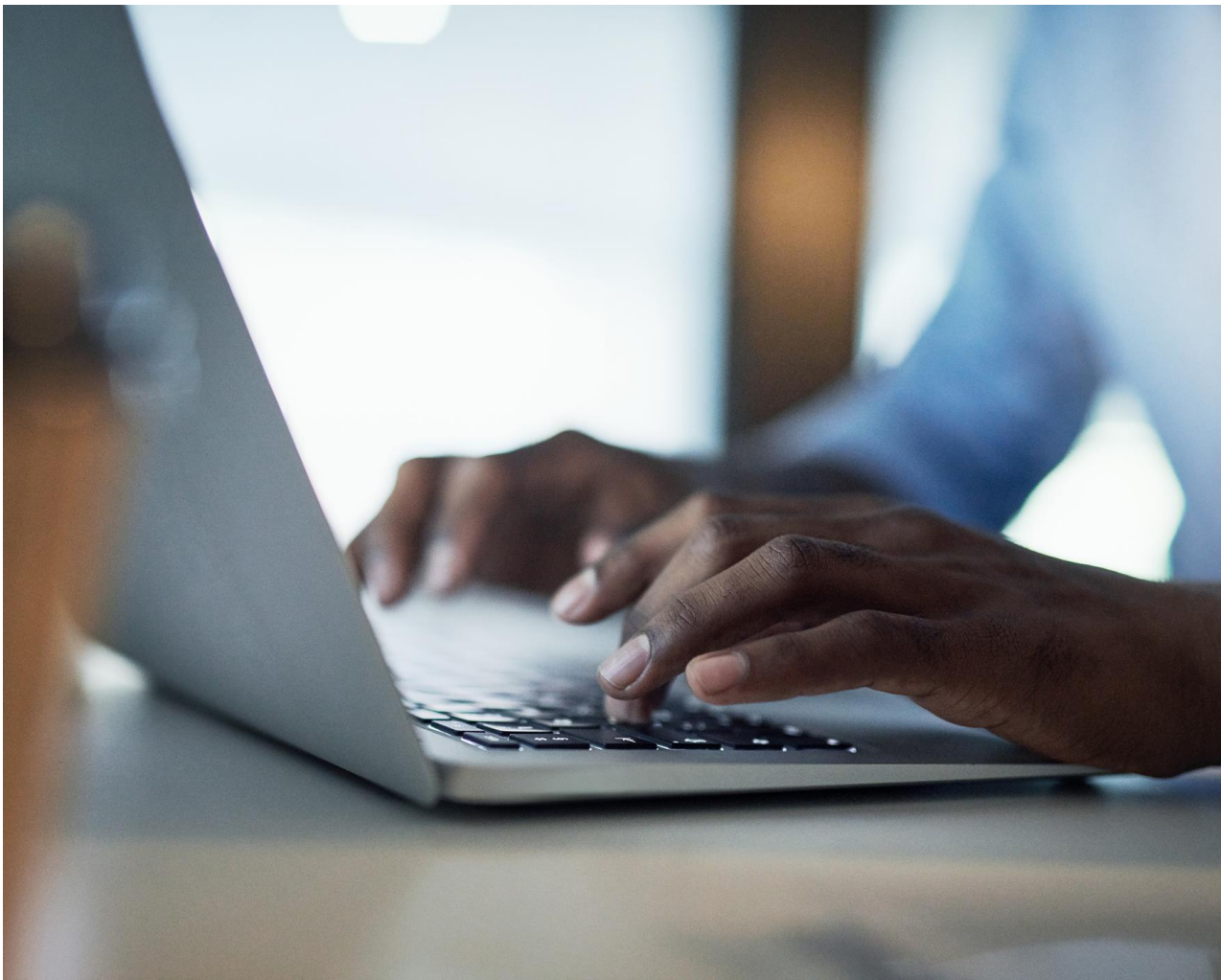


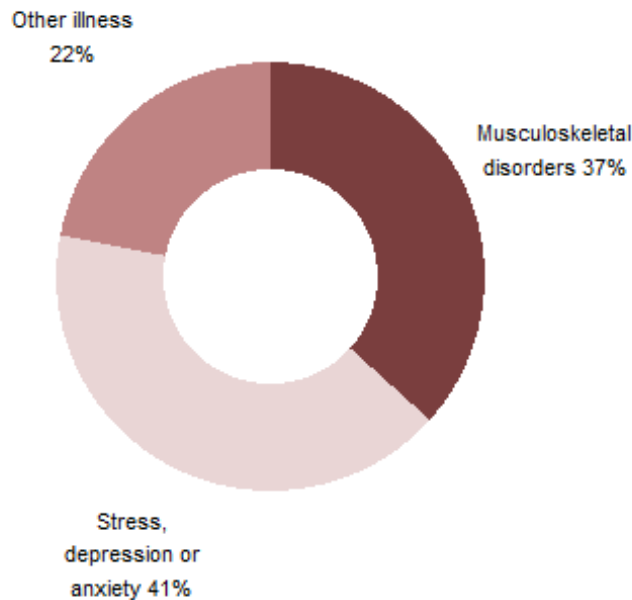
Table of Contents

Key statistics	4
Ill health	4
Fatal injuries	5
Non-fatal injuries	6
Introduction	7
Work-related ill health	8
All illness	9
Musculoskeletal disorders	10
Stress, depression or anxiety	11
Changes over time	12
Workplace injuries	15
Fatal injuries	15
Transportation and storage compared with All industry	15
Non-fatal injuries	16
Enforcement	19
Annex 1: Sources and definitions	20
Annex 2: Links to detailed tables	22
National Statistics	23

Key statistics

Ill health

44,000 workers suffering from work-related ill health (new or long-standing) each year averaged over the three-year period 2018/19-2020/21.



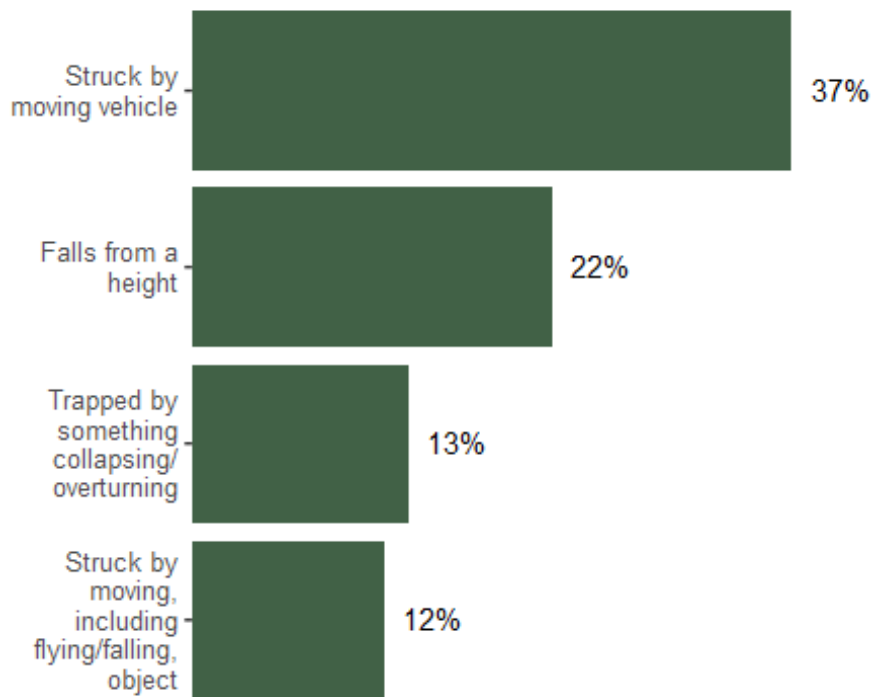
Prior to the coronavirus pandemic the rate of self-reported work-related ill health showed an overall downward trend, despite year-on-year fluctuations in the rate. In 2020/21 the rate was not statistically significantly different to the 2018/19 pre-coronavirus level.

Source: LFS estimated annual average 2018/19-2020/21

Fatal injuries

10 fatal injuries to workers in 2020/21. This is in comparison with the annual average number of 13 fatalities for 2016/17-2020/21.

Source: RIDDOR

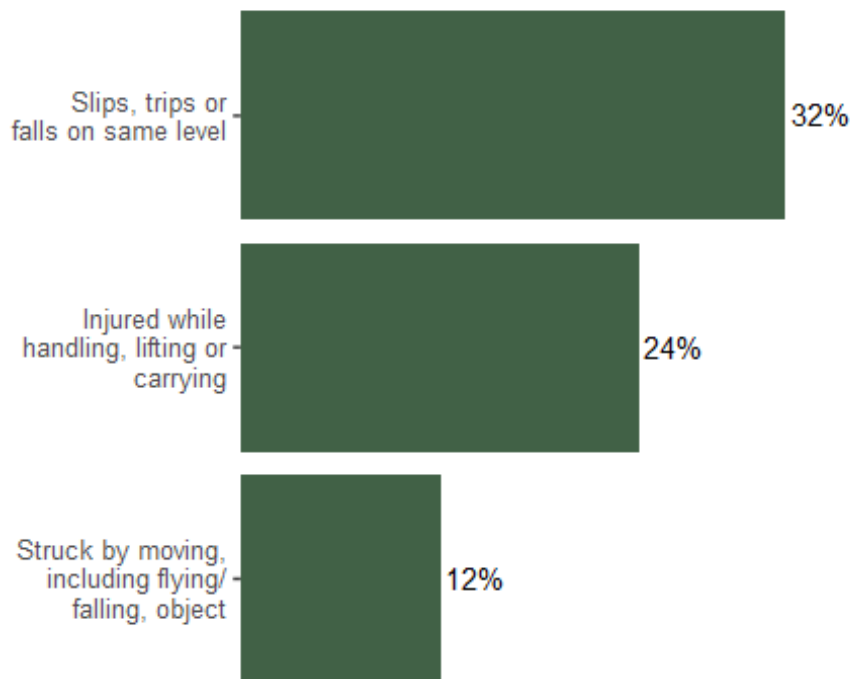


Source: RIDDOR, 2016/17-2020/21. Accident kinds are shown that account for 10% or more of injuries.

Non-fatal injuries

26,000 Workers sustain non-fatal injuries at work each year averaged over the three-year period 2018/19-2020/21. Prior to the coronavirus pandemic the rate of self-reported non-fatal injury to workers showed a downward trend. The rate for the latest period, which includes years affected by the coronavirus pandemic, is not statistically significantly different from the previous period.

Source: LFS, estimated annual average 2018/19-2020/21



Source: Non-fatal injuries reported under RIDDOR 2018/19-2020/21. 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 statistics for 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:

¹ The Transportation and storage sector is defined by section H within the 2007 Standard Industrial Classification. See www.hse.gov.uk/statistics/industry/sic2007.htm for more detail.

- 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 Britain²

Important Note: The coronavirus (COVID-19) pandemic and the government’s response has impacted recent trends in health and safety statistics published by HSE. The coronavirus pandemic has also affected certain data collections and consequently, no new data on working days lost and economic costs is available in 2020/21. More details can be found in our technical report on the impact of the coronavirus pandemic on health and safety statistics.

www.hse.gov.uk/statistics/coronavirus/covid-19.pdf

² Annual Population Survey, 2020. 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

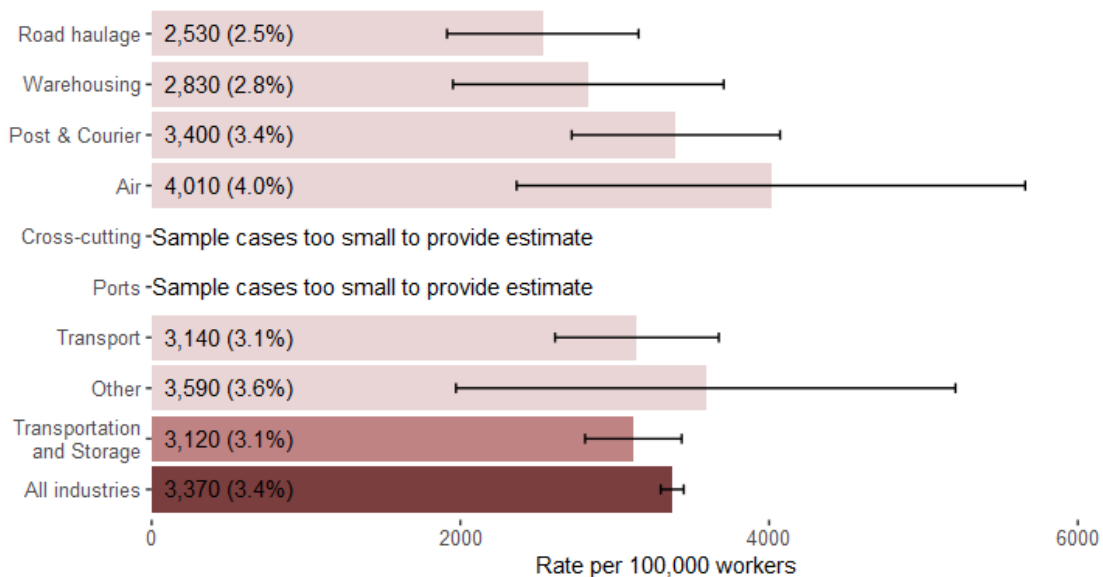
In Transportation and storage:

- There were an estimated 44,000 work-related ill health cases annually (new or long-standing).
- **37%** were musculoskeletal disorders, **41%** were stress, depression or anxiety.
- Prior to the coronavirus pandemic the rate of self-reported work-related ill health showed an overall downward trend, despite year-on-year fluctuations in the rate. In 2020/21 the rate was not statistically significantly different to the 2018/19 pre-coronavirus level.

Source: LFS, estimated annual average 2018/19-2020/21

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

- Around 3.1% of workers in Transportation and storage suffered from work-related ill health (new or long-standing cases).
- This rate is not statistically different than that for workers across all industries (3.4%).



Source: LFS, annual average (2013/14-2020/21). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped sub sectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart.

Musculoskeletal disorders

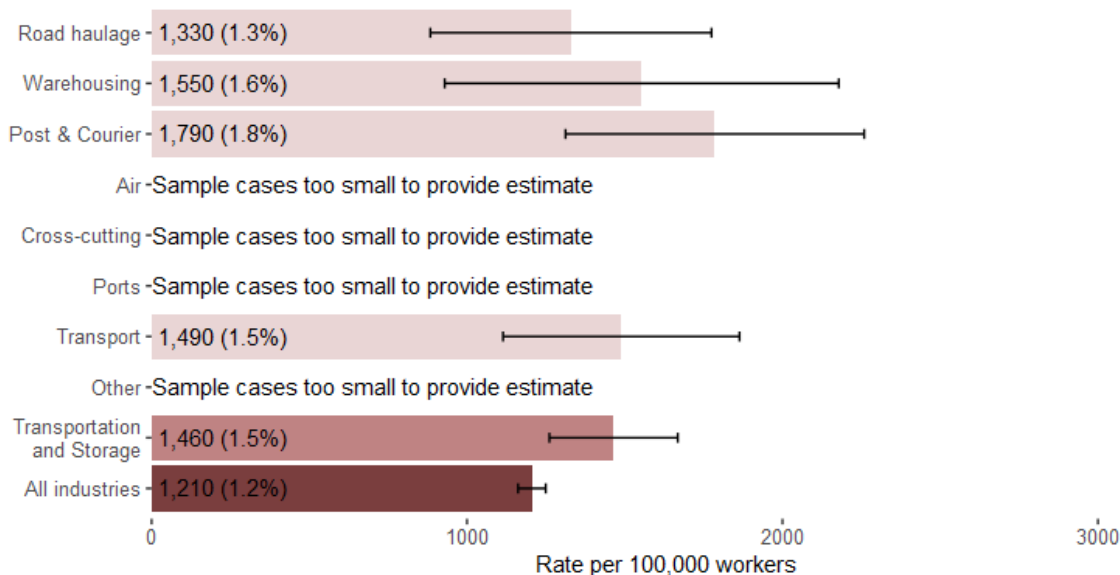
In Transportation and storage:

- There were an estimated 16,000 work-related cases of musculoskeletal disorders (new or long-standing), **37%** of all ill health in this sector.
- Prior to the coronavirus pandemic the rate of self-reported work-related ill health showed an overall downward trend. The rate for the latest period, which includes years affected by the coronavirus pandemic, is lower than the previous period.

Source: LFS, estimated annual average 2018/19-2020/21

Comparing rate of musculoskeletal disorders in Transportation and storage:

- Around 1.5% of workers in Transportation and storage suffered from work-related musculoskeletal disorders (new or long-standing cases).
- This rate is statistically significantly higher than that for workers across all industries (1.2%).



Source: LFS, annual average (2013/14-2020/21). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped sub sectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart.

Stress, depression or anxiety

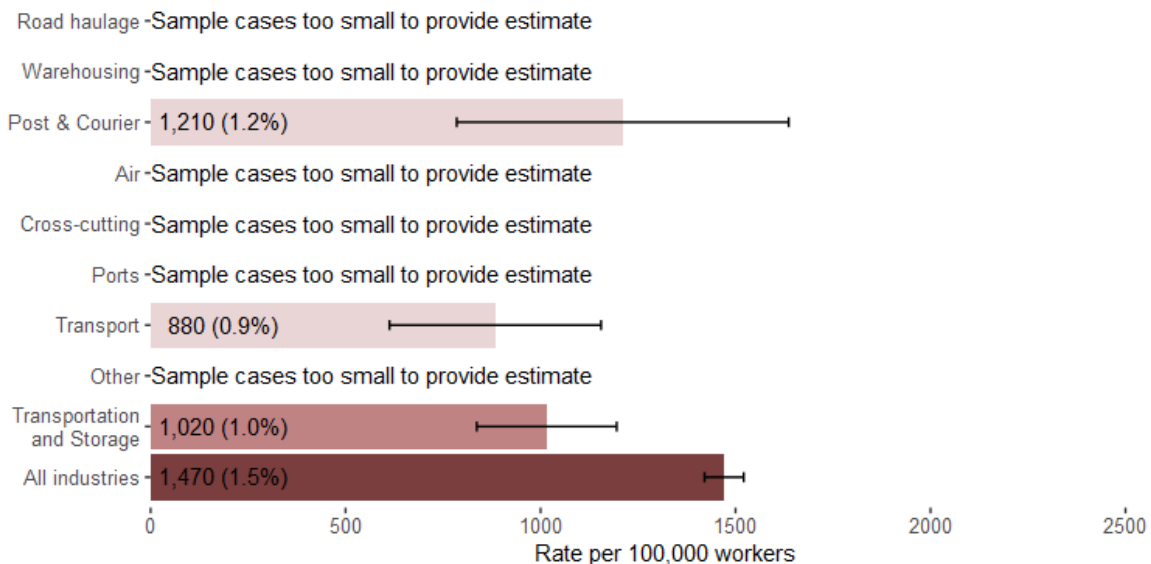
In Transportation and storage:

- There were an estimated 18,000 work-related cases of Stress, depression or anxiety (new or long-standing), **41%** of all ill health in this sector.
- Prior to the coronavirus pandemic, the rate of self-reported work-related stress, depression or anxiety had been broadly flat. The rate for the latest period, which includes years affected by the coronavirus pandemic, is not statistically significantly different from the previous period.

Source: LFS, estimated annual average 2018/19-2020/21

Comparing rate of Stress, depression or anxiety in Transportation and storage:

- Around 1.0% of workers in Transportation and storage suffered from work-related Stress, depression or anxiety (new or long-standing cases).
- This rate is statistically significantly lower than that for workers across all industries (1.5%).

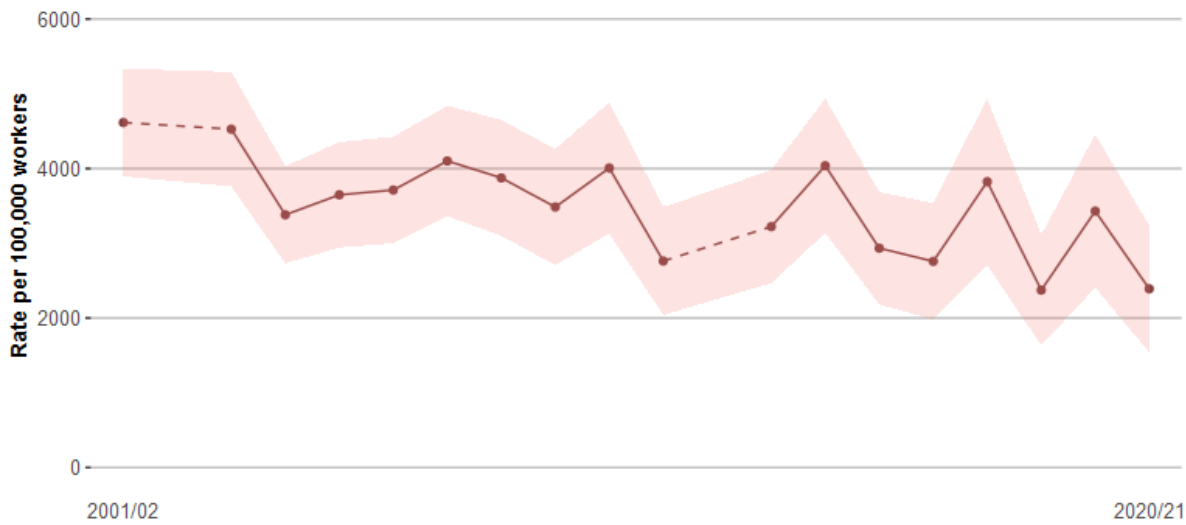


Source: LFS, annual average (2013/14-2020/21). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped sub sectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart.

Changes over time

All work-related ill health (new and long-standing cases)

Prior to the coronavirus pandemic the rate of self-reported work-related ill health showed an overall downward trend, despite year-on-year fluctuations in the rate. In 2020/21 the rate was not statistically significantly different to the 2018/19 pre-coronavirus level.



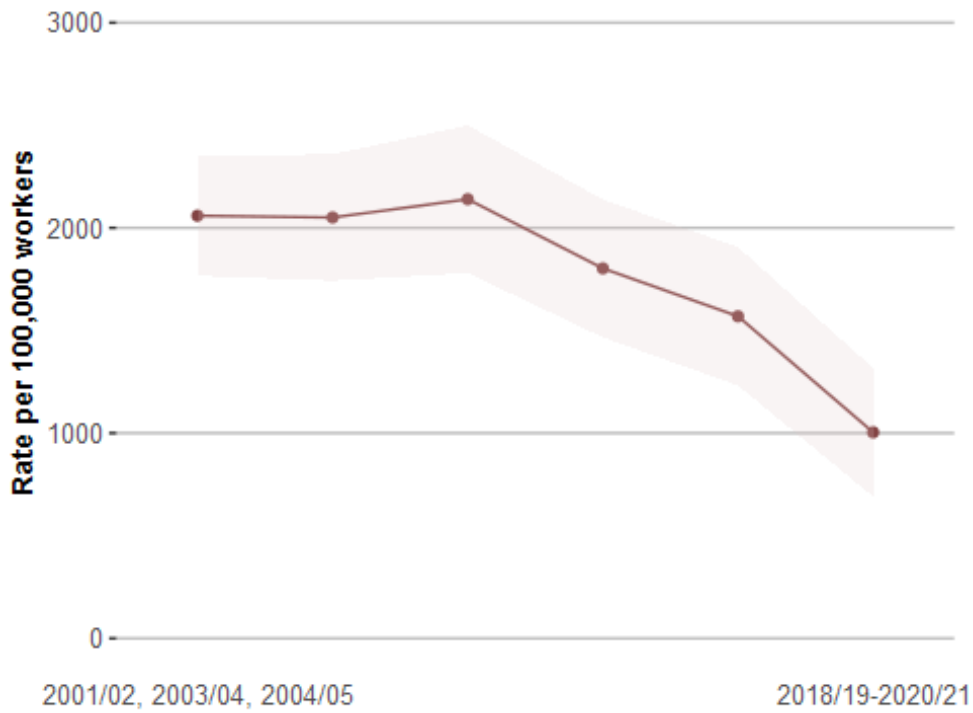
No ill health data was collected in 2002/03 and 2012/13, represented by the dashed line

Shaded area represents a 95% confidence interval

Source: LFS, annual rates

Work-related musculoskeletal disorders (new and long-standing cases)

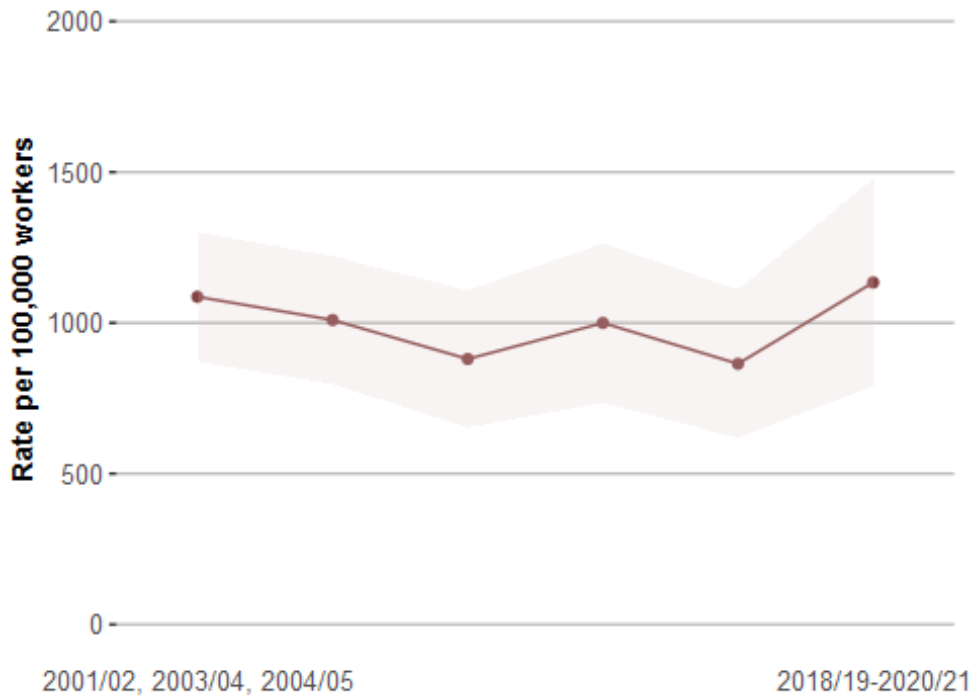
Prior to the coronavirus pandemic the rate of self-reported work-related ill health showed an overall downward trend. The rate for the latest period, which includes years affected by the coronavirus pandemic, is lower than the previous period.



Source: LFS, annual averages, grouped by 3 years, from 2001/02, 2003/04, 2004/05 to 2020/21

Work-related stress, depression or anxiety (new and long-standing cases)

Prior to the coronavirus pandemic, the rate of self-reported work-related stress, depression or anxiety had been broadly flat. The rate for the latest period, which includes years affected by the coronavirus pandemic, is not statistically significantly different from the previous period.



Source: LFS, annual averages, grouped by 3 years, from 2001/02, 2003/04, 2004/05 to 2020/21

Workplace injuries

Fatal injuries

In Transportation and storage:

- There were 10 fatal injuries in 2020/21.
- This is in comparison with the annual average number of 13 fatalities for 2016/17-2020/21.
- 37% of deaths over the same five year period were classified as Struck by moving vehicle.

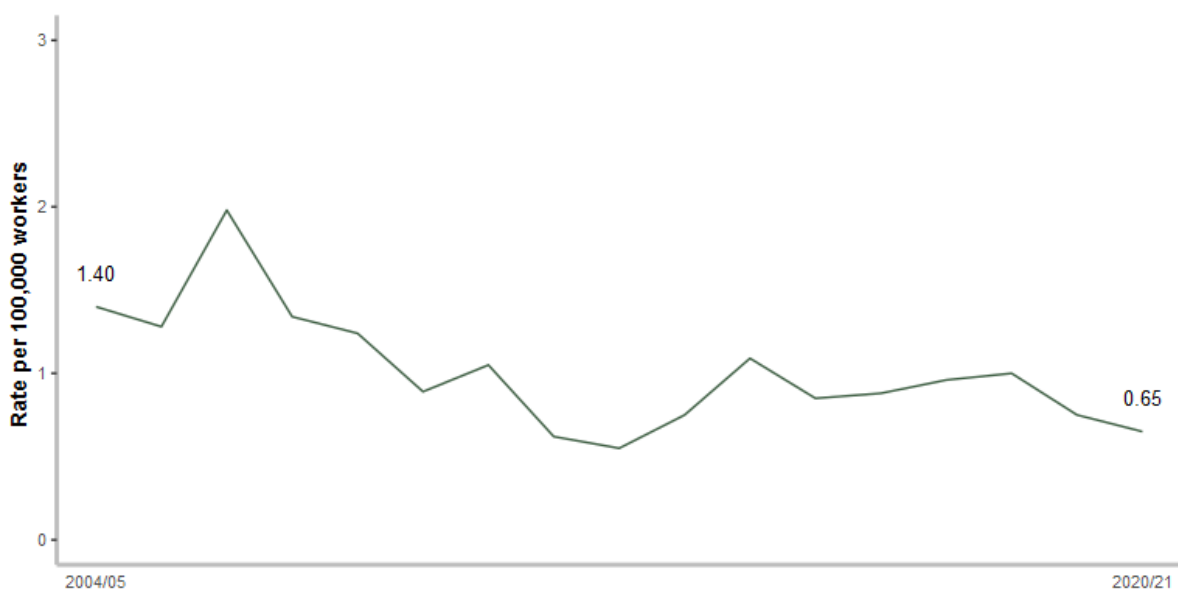
Source: RIDDOR

Transportation and storage compared with All industry

The fatal injury rate (0.85 per 100,000 workers) is around twice the All Industry rate (0.42 per 100,000 workers).

Source: RIDDOR, annual average 2016/17-2020/21

Changes over time



Non-fatal injuries

The Labour Force Survey is HSE's preferred data source for non-fatal injuries.

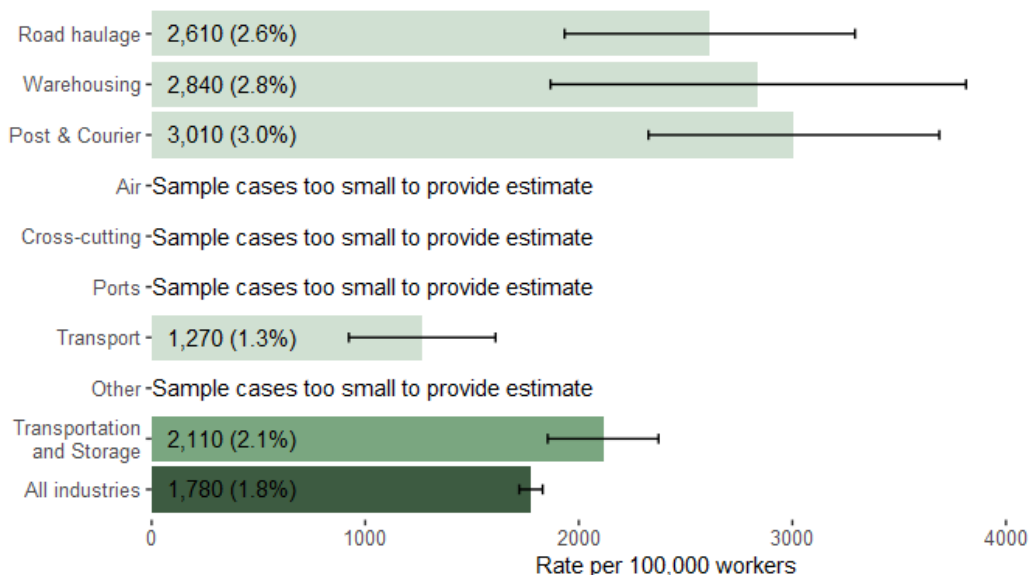
In Transportation and storage:

- There were an estimated 26,000 workers who sustained an injury at work
- 27% of these cases resulted in absence from work of over 7 days
- Prior to the coronavirus pandemic the rate of self-reported non-fatal injury to workers showed a downward trend. The rate for the latest period, which includes years affected by the coronavirus pandemic, is not statistically significantly different from the previous period.

Source LFS, estimated annual average 2018/19-2020/21

Comparing rates of non-fatal injuries in Transportation and storage:

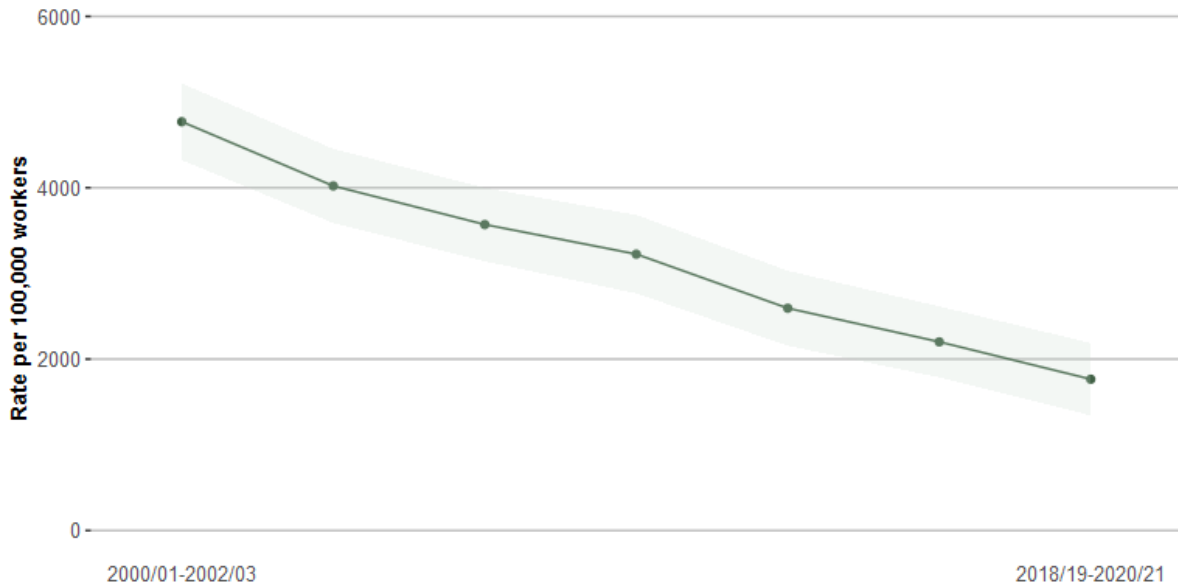
- Around 2.1% of workers in Transportation and storage sustained a workplace injury.
- This rate is statistically significantly higher than that for workers across all industries (1.8%).



Source: LFS, annual average (2013/14-2020/21). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped sub sectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart.

Changes over time

Prior to the coronavirus pandemic the rate of self-reported non-fatal injury to workers showed a downward trend. The rate for the latest period, which includes years affected by the coronavirus pandemic, is not statistically significantly different from the previous period.

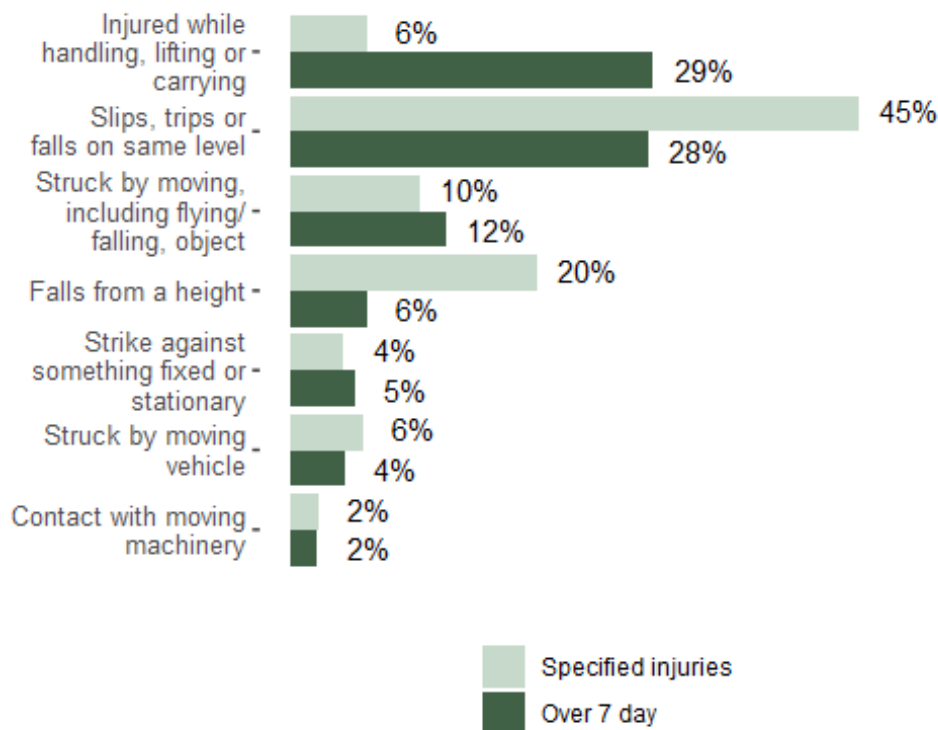


Source: LFS, annual averages, grouped by 3 years, from 2000/01-2002/03

Supporting information around work-related injuries is available from RIDDOR reporting³, In Transportation and storage there were:

- 7,127 non-fatal injuries to employees reported by employers under RIDDOR in 2020/21p.
- 1,774 (25%) were specified injuries⁴ and 5,353 (75%) were over seven-day injuries.

Main accident kinds for the latest three years (2018/19-2020/21)



Source: RIDDOR, 2018/19-2020/21

³ 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. 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.

⁴ Specified injuries are a defined list of injuries. The full list is at www.hse.gov.uk/riddor/reportable-incidents.htm

Enforcement

Provisional figures for 2020/21p show a total of 65 notices issued by HSE inspectors in Transportation and storage:

- 82% were improvement notices and;
- 18% were prohibition notices.
- This is compared to the 92 notices issued in the previous year.

There were 5 prosecution cases⁵ led by HSE or, in Scotland, the Crown Office and Procurator Fiscal where a verdict was reached in 2020/21, resulting in:

- 5 (100%) with a conviction for at least one offence;
- £560,000 in total fines averaging around £112,000 per conviction.⁶
 - In 2019/20 there were 20 cases resulting in 17 convictions (85%). This led to £2.6 million in total fines and average fines of around £154,000.

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).

⁵ 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.

⁶ 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

The Labour Force Survey (LFS): The LFS is a national survey run by the Office for National Statistics of currently around 37,000 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 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 workplace injuries or cases of work-related ill health per 100,000 employees or workers.

95% confidence interval: The range of values within 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.

Annex 2: Links to detailed tables

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

Work-related illness

lfsillind: www.hse.gov.uk/Statistics/lfs/lfsillind.xlsx

Workplace injuries

lfsinjind: www.hse.gov.uk/Statistics/lfs/lfsinjind.xlsx

RIDIND: www.hse.gov.uk/Statistics/tables/ridind.xlsx

RIDFATAL: www.hse.gov.uk/Statistics/tables/ridfatal.xlsx

RIDHIST www.hse.gov.uk/Statistics/tables/ridhist.xlsx

RIDKIND www.hse.gov.uk/Statistics/tables/ridkind.xlsx

Work-related illness and workplace injuries for sub-sectors

lfsilltran: www.hse.gov.uk/Statistics/tables/lfsilltran.xlsx

lfsinjtran: www.hse.gov.uk/Statistics/tables/lfsinjtran.xlsx

Enforcement

Notices: www.hse.gov.uk/Statistics/tables/notices.xlsx

Prosecutions: www.hse.gov.uk/Statistics/tables/prosecutions.xlsx

Other tables can be found at: www.hse.gov.uk/Statistics/tables/index.htm

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 assessment and compliance checks by the Office for Statistics Regulation (OSR). The last compliance check of these statistics was in 2013.

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. Details of OSR reviews undertaken on these statistics, quality improvements, and other information noting revisions, interpretation, user consultation and use of these statistics is available from www.hse.gov.uk/statistics/about.htm.

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: sam.wilkinson@hse.gov.uk

Journalists/media enquiries only: www.hse.gov.uk/contact/contact.htm



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