

Transportation and storage statistics in Great Britain, 2025

Data up to March 2025

Annual statistics

Published 20 November 2025



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Key statistics

Ill health

67,000 workers suffering from work-related ill health (new or long-standing) averaged over the three-year period 2022/23-2024/25.

Percentage of self-reported work-related ill health by type in Transportation and storage: new and long-standing



Source: LFS, average estimate over 2022/23-2024/25

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 was not statistically significantly different from the 2016/17-2018/19 period.

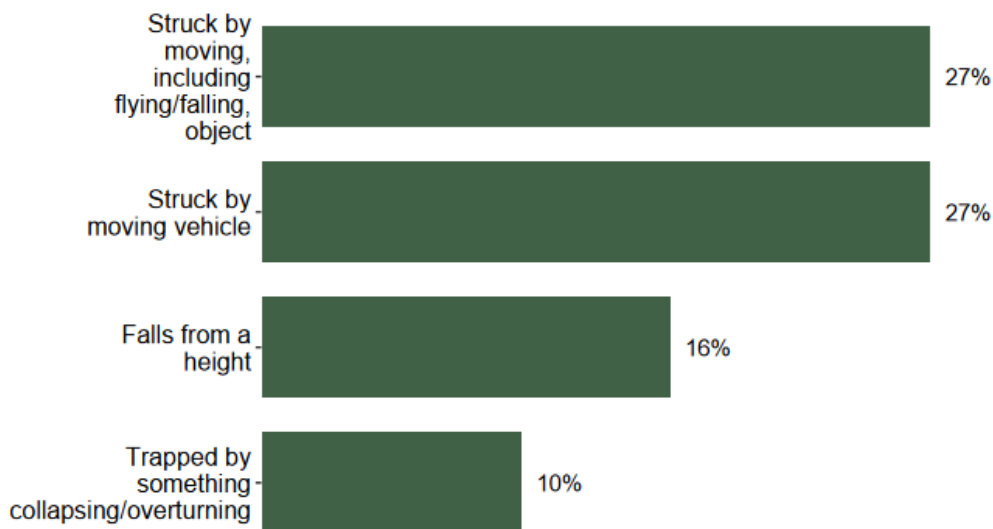
Fatal injuries

There were 15 fatal injuries to workers in 2024/25p. This is in comparison with the annual average of 13 fatalities over the five-year period 2020/21-2024/25p.

There were 29 fatal injuries to members of the public in 2024/25p. This is in comparison with the annual average of 23 fatalities over the five-year period 2020/21-2024/25p.

Source: RIDDOR, 2024/25p

Percentage of fatal injuries by accident kind in Transportation and storage



Accident kinds are shown for those that account for 10% or more of fatal injuries.

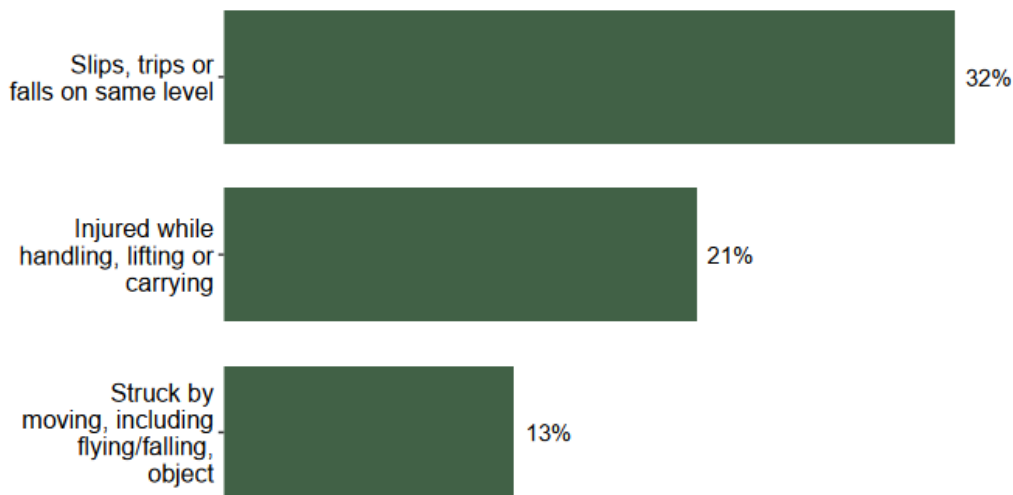
Source: RIDDOR, average over 2020/21-2024/25p

Non-fatal injuries

40,000 workers sustained non-fatal injuries at work averaged over the three-year period 2022/23-2024/25. 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 was not statistically significantly different from the 2016/17-2018/19 period.

Source: LFS, average estimate over 2022/23-2024/25

Percentage of non-fatal injuries by accident kind in Transportation and storage



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 non-fatal injuries.

Source: RIDDOR, average over 2022/23-2024/25p

Introduction

This report provides a profile of workplace health and safety in the Transportation and storage¹ sector. The 2007 Standard Industrial Classification (SIC) 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)

For the purpose of this report, these divisions have been grouped into 3 broad sub-sectors with further sub-activities, namely:

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)

The Transportation and storage sector accounts for around 5% of the jobs in Great Britain²

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.

² Annual Population Survey, 2024. 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 67,000 workers suffering from work-related ill health (new or long-standing)
- 47% were musculoskeletal disorders, 28% were stress, depression or anxiety.

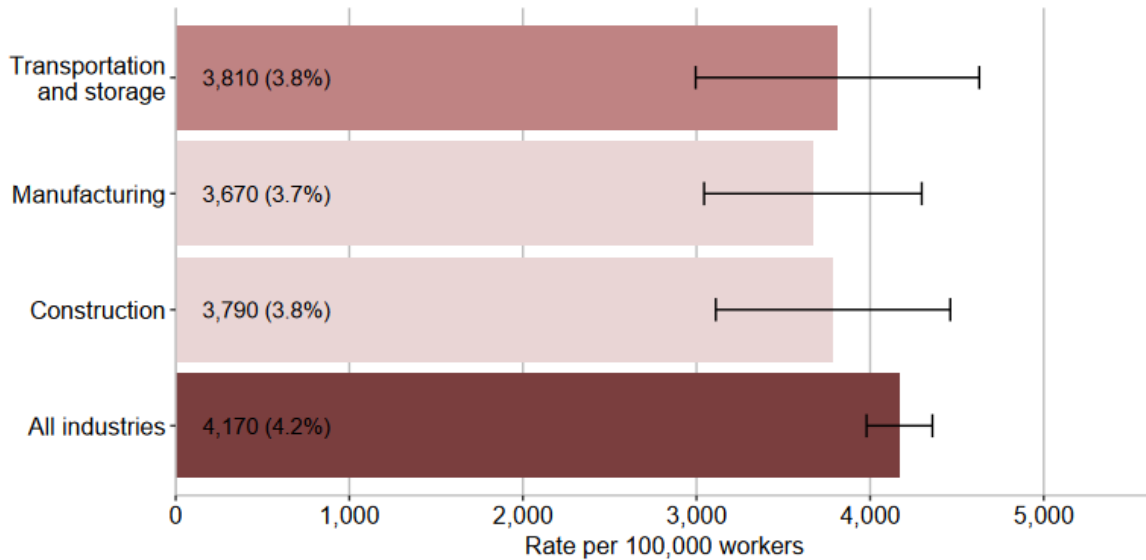
Source: LFS, average estimate over 2022/23-2024/25

Transportation and storage compared with other selected industries³

- Around 3.8% of workers in the sector suffered from work-related ill health (new or long-standing)
- This rate is not statistically different than that for workers across all industries (4.2%)

³ Selected manual type industries are generally those with either a higher rate of work-related ill health or workplace injury compared to the rate for all industries.

Rate of self-reported work-related ill health in Transportation and storage compared with other selected industries, per 100,000 workers: new and long-standing

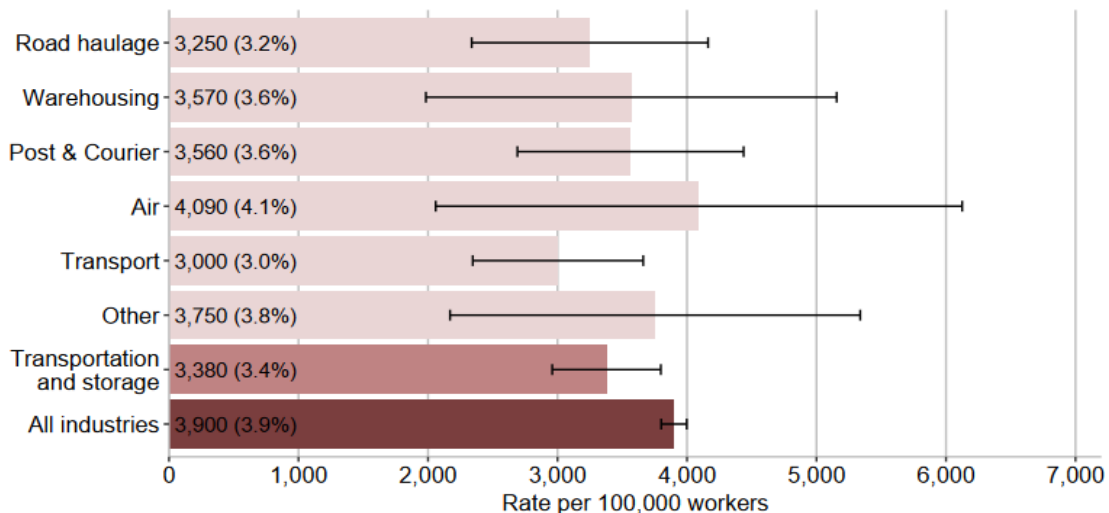


95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2022/23-2024/25

Comparison of sub-sectors in Transportation and storage

Rate of self-reported work-related ill health in Transportation and storage compared with sub-sectors, per 100,000 workers: new and long-standing

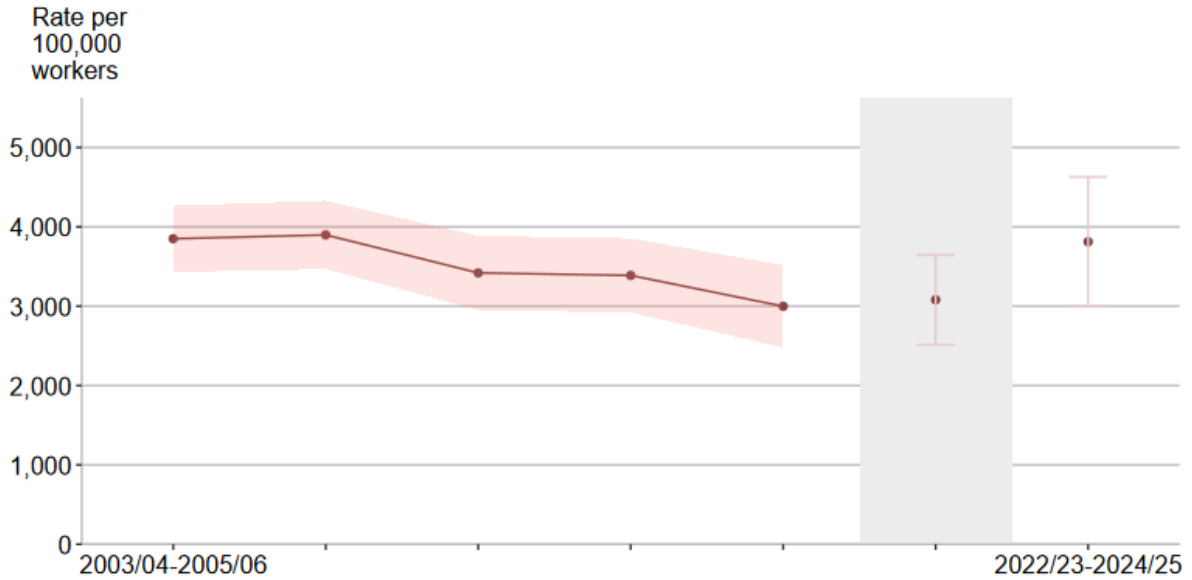


An eight-year period has been used to improve the reliability of the sub-sector estimates. The grouped sub-sectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart. Estimates are not available for all sub-sectors due to some having insufficient sample cases.

Source: LFS, average estimate over 2017/18-2024/25

Changes over time

Rate of self-reported work-related ill health in Transportation and storage, per 100,000 workers: new and long-standing



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 was not statistically significantly different from the 2016/17-2018/19 period.

The data for 2019/20 - 2021/22 includes years affected by the coronavirus pandemic, shown inside the grey shaded column. Shaded area and error bars represent a 95% confidence interval.

Source: LFS, average estimate from 2003/04-2005/06 to 2022/23-2024/25

Musculoskeletal disorders

In Transportation and storage:

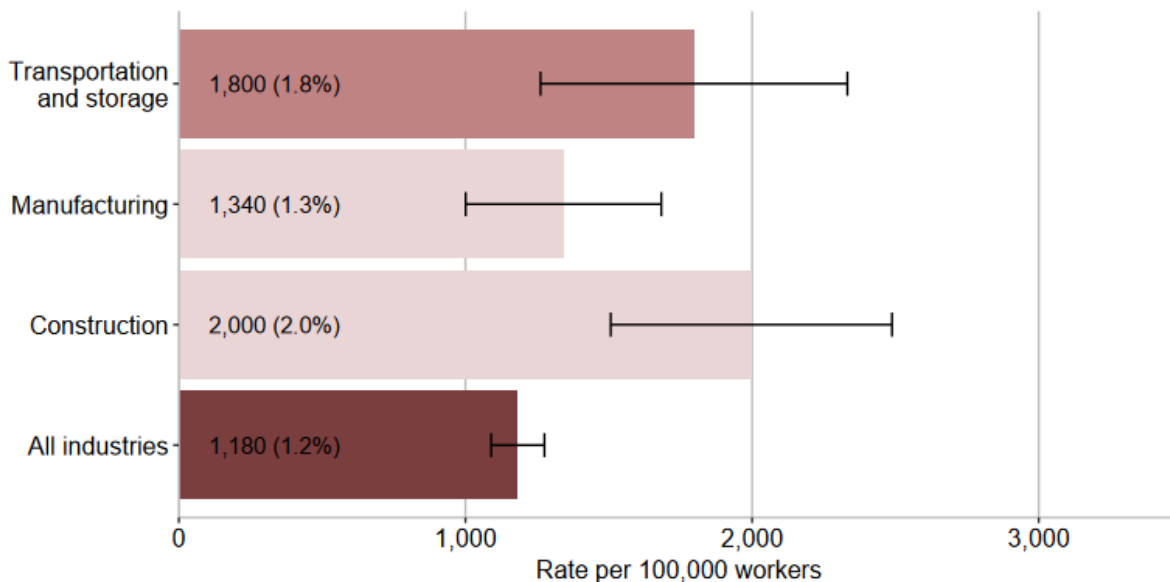
- There were an estimated 32,000 workers suffering from a work-related musculoskeletal disorder (new or long-standing), 47% of all ill health in this sector.

Source: LFS, average estimate over 2022/23-2024/25

Transportation and storage compared with other selected industries

- Around 1.8% of workers in the sector suffered from work-related musculoskeletal disorders (new or long-standing)
- This rate is statistically significantly higher than that for workers across all industries (1.2%)

Rate of self-reported work-related musculoskeletal disorders in Transportation and storage compared with other selected industries, per 100,000 workers: new and long-standing

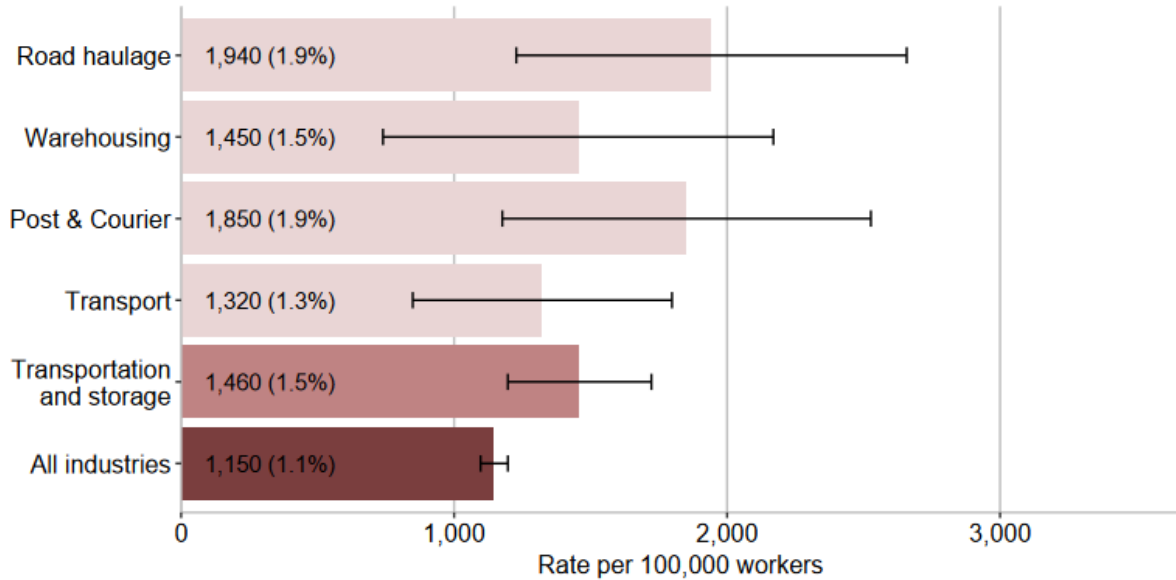


95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2022/23-2024/25

Comparison of sub-sectors in Transportation and storage

Rate of self-reported work-related musculoskeletal disorders in Transportation and storage compared with sub-sectors, per 100,000 workers: new and long-standing



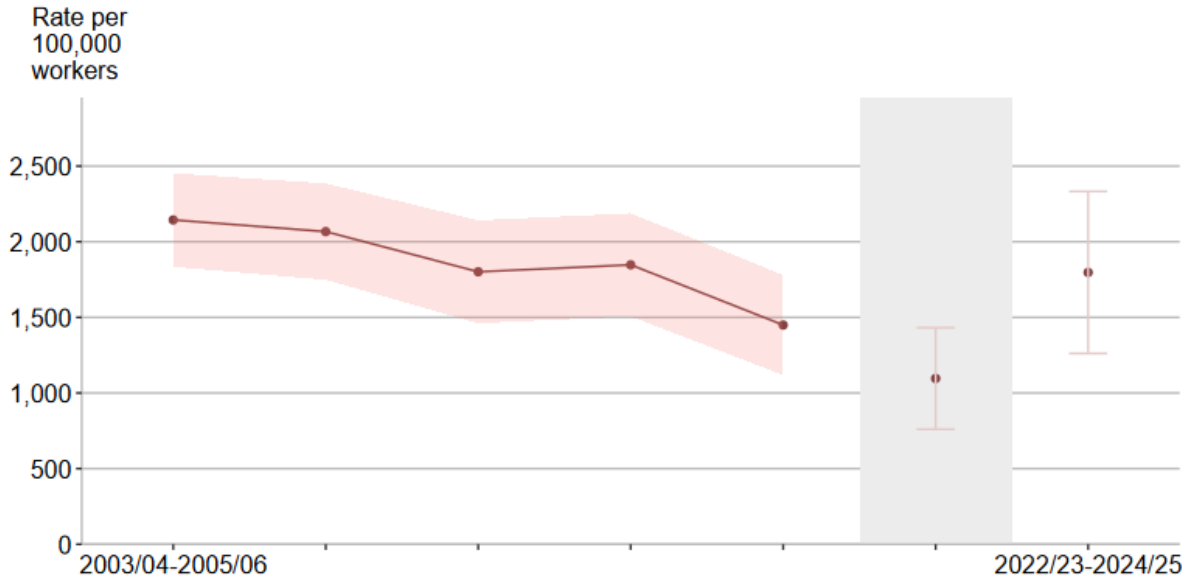
An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped sub-sectors are defined in the introduction of this publication.

Estimates are not available for all sub-sectors due to some having insufficient sample cases. 95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2017/18-2024/25

Changes over time

Rate of self-reported work-related musculoskeletal disorders in Transportation and storage, per 100,000 workers: new and long-standing



Prior to the coronavirus pandemic the rate of self-reported work-related musculoskeletal disorders showed an overall downward trend. The rate for the latest period was not statistically significantly different from the 2016/17-2018/19 period.

The data for 2019/20 - 2021/22 includes years affected by the coronavirus pandemic, shown inside the grey shaded column. Shaded area and error bars represent a 95% confidence interval.

Source: LFS, average estimate from 2003/04-2005/06 to 2022/23-2024/25

Stress, depression or anxiety

In Transportation and storage:

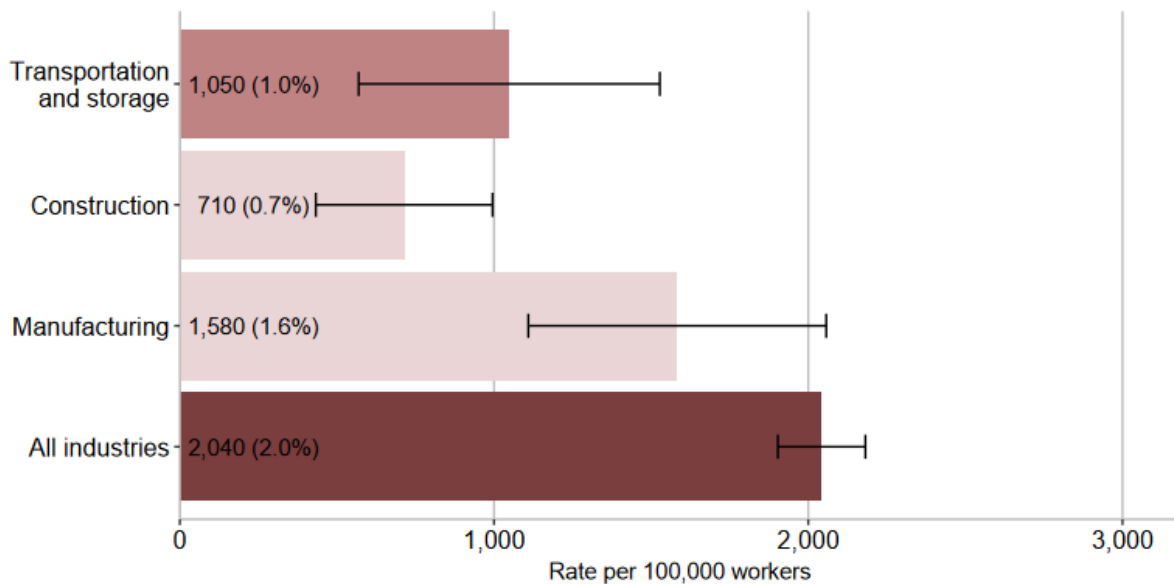
- There were an estimated 19,000 workers suffering from work-related stress, depression or anxiety (new or long-standing), 28% of all ill health in this sector.

Source: LFS, average estimate over 2022/23-2024/25

Transportation and storage compared with other selected industries

- Around 1.1% of workers in the sector suffered from work-related stress, depression or anxiety (new or long-standing)
- This rate is statistically significantly lower than that for workers across all industries (2.0%)

Rate of self-reported work-related stress, depression or anxiety in Transportation and storage compared with other selected industries, per 100,000 workers: new and long-standing

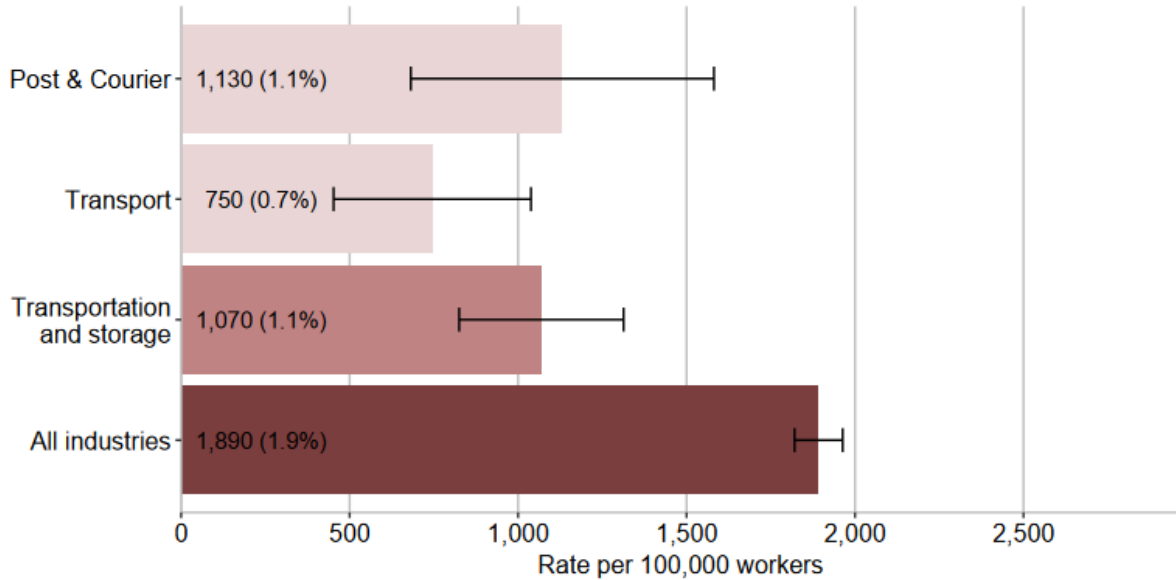


95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2022/23-2024/25

Comparison of sub-sectors in Transportation and storage

Rate of self-reported work-related stress, depression or anxiety in Transportation and storage compared with sub-sectors, per 100,000 workers: new and long-standing



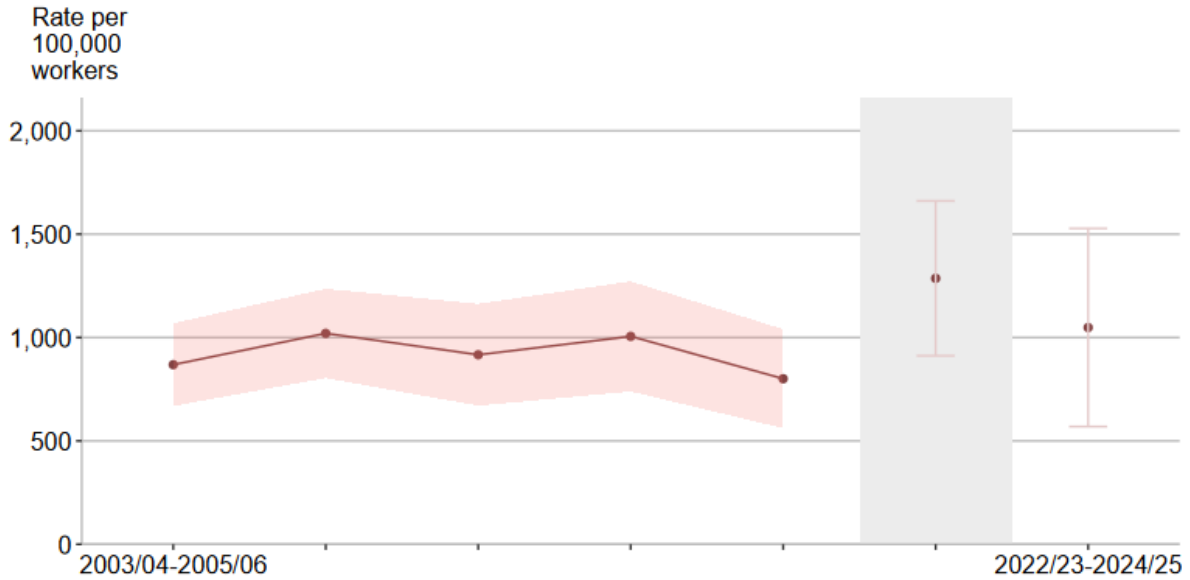
An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped sub-sectors are defined in the introduction of this publication.

Estimates are not available for all sub-sectors due to some having insufficient sample cases. 95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2017/18-2024/25

Changes over time

Rate of self-reported work-related stress, depression or anxiety in Transportation and storage, per 100,000 workers: new and long-standing



Prior to the coronavirus pandemic, the rate of work-related stress, depression or anxiety had been broadly flat. The rate for the latest period was not statistically significantly different from the 2016/17-2018/19 period.

The data for 2019/20 - 2021/22 includes years affected by the coronavirus pandemic, shown inside the grey shaded column. Shaded area and error bars represent a 95% confidence interval.

Source: LFS, average estimate from 2003/04-2005/06 to 2022/23-2024/25

Workplace injuries

Fatal injuries

In Transportation and storage:

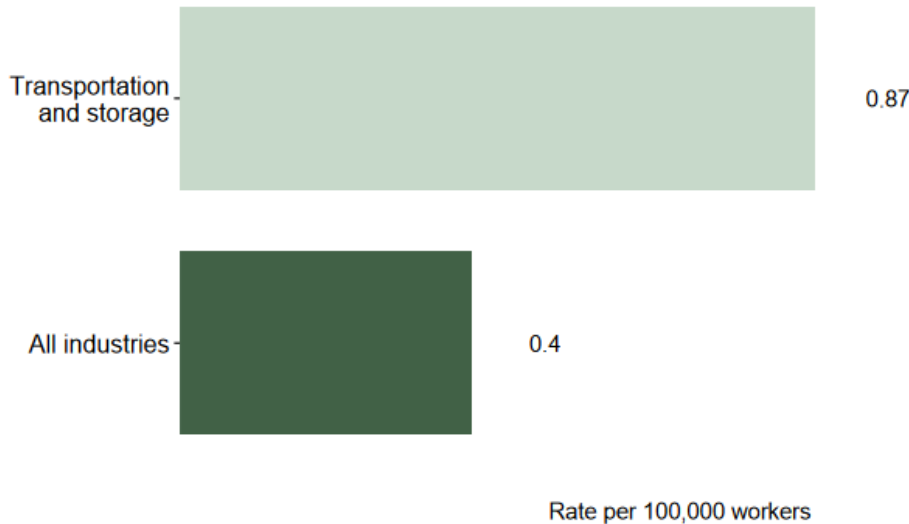
- There were 15 fatal injuries to workers in 2024/25p.
- This is in comparison with the annual average number of 13 fatalities for 2020/21-2024/25p.
- 27% of deaths over the same five-year period were classified as Struck by moving, including flying/falling, object.
- There were 29 fatal injuries to members of the public in 2024/25p.
- This is in comparison with the annual average of 23 fatalities over the five-year period 2020/21-2024/25p.

Source: *RIDDOR, 2024/25p*

Transportation and storage compared with all industry

- The fatal injury rate in Transportation and storage is 0.87 per 100,000 workers.
- This is around 2.2 times the all industry rate.

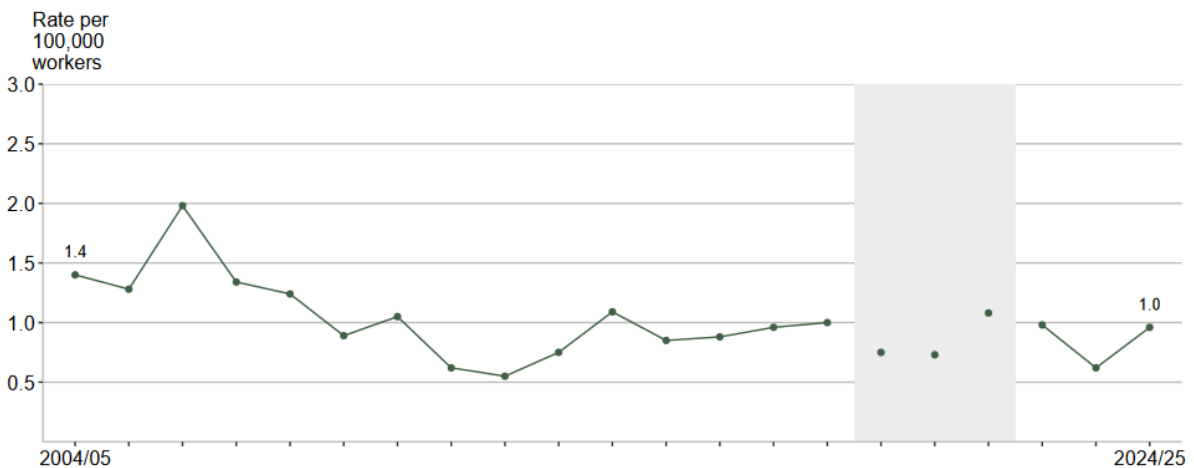
Rate of work-related fatal injuries in Transportation and storage compared with the all industry average, per 100,000 workers



Source: RIDDOR, average over 2020/21-2024/25p

Changes over time

Rate of work-related fatal injuries in Transportation and storage, per 100,000 workers



In recent years the rate of fatal injury to workers in transportation and storage has been broadly flat.

The data for 2019/20 - 2021/22p includes years affected by the coronavirus pandemic, shown inside the grey shaded column.

Source: RIDDOR, 2004/05 to 2024/25p

Non-fatal injuries

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

In Transportation and storage:

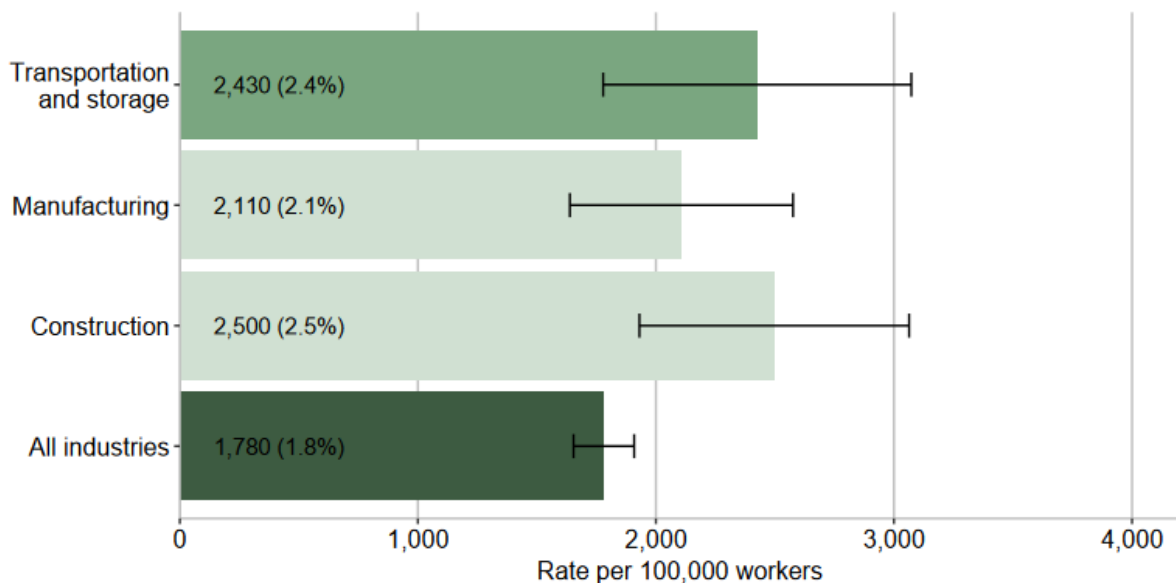
- There were an estimated 40,000 workers who reported sustaining a workplace non-fatal injury.
- 24% of these workplace non-fatal injuries resulted in absence from work of over 7 days.

Source: LFS, average estimate over 2022/23-2024/25

Transportation and storage compared with other selected industries

- Around 2.4% of workers in Transportation and storage sustained a workplace non-fatal injury.
- This rate is statistically significantly higher than that for workers across all industries (1.8%)

Rate of self-reported workplace non-fatal injuries in Transportation and storage compared with other selected industries, per 100,000 workers

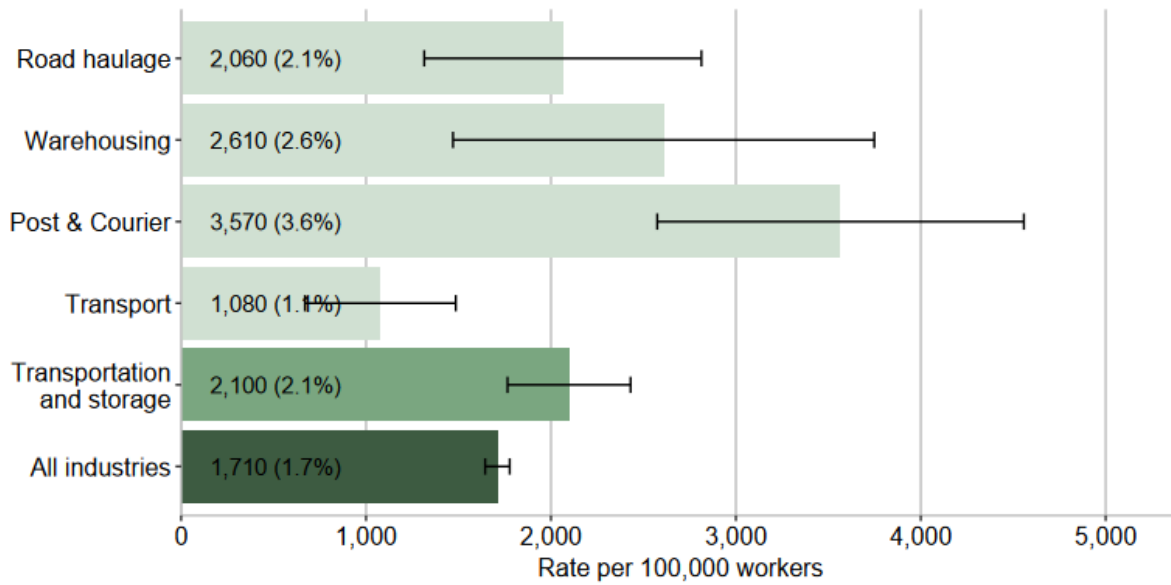


95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2022/23-2024/25

Comparison of sub-sectors in Transportation and storage

Rate of self-reported workplace non-fatal injuries in Transportation and storage compared with sub-sectors, per 100,000 workers



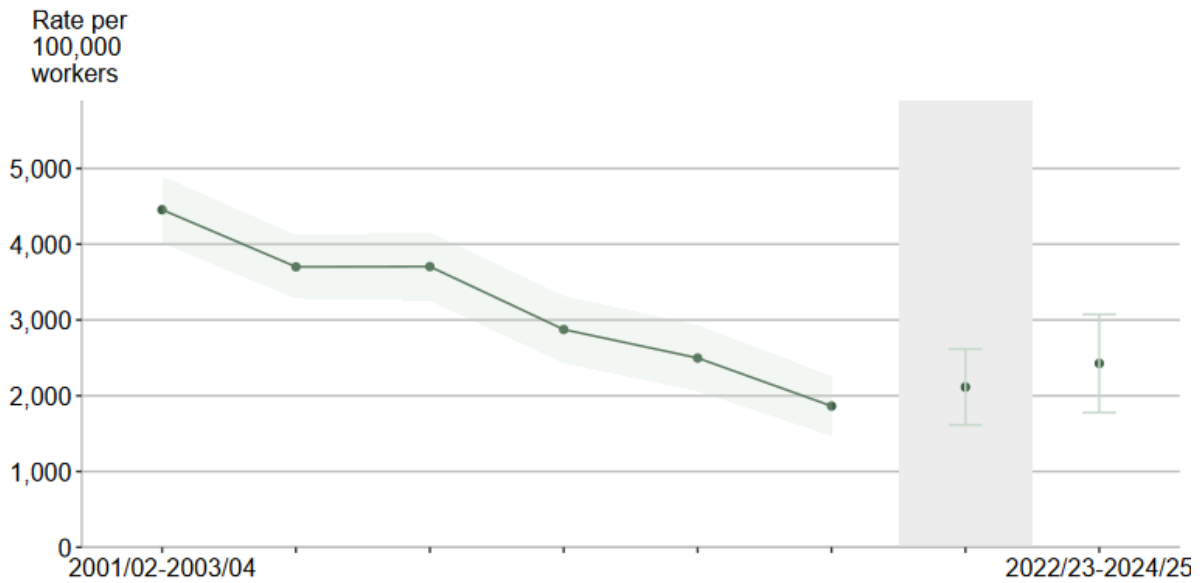
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Estimates are not available for all sub-sectors due to some having insufficient sample cases. 95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2017/18-2024/25

Changes over time

Rate of self-reported workplace non-fatal injuries in Transportation and storage, per 100,000 workers



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 was not statistically significantly different from the 2016/17-2018/19 period.

The data for 2019/20 - 2021/22 includes years affected by the coronavirus pandemic, shown inside the grey shaded column. Shaded area and error bars represent a 95% confidence interval.

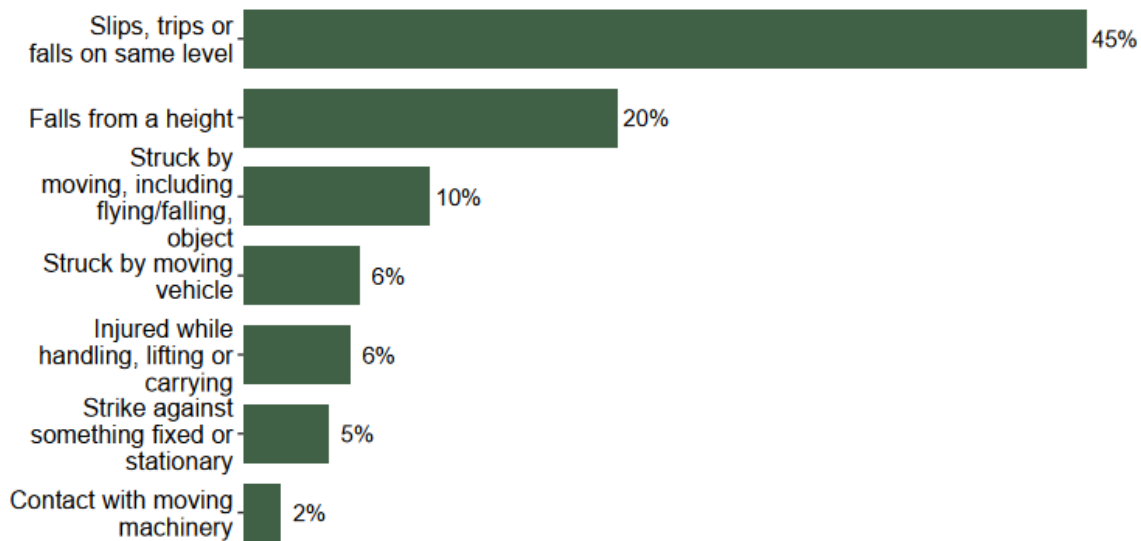
Source: LFS, average estimate from 2001/02-2003/04 to 2022/23-2024/25

Supporting information around work-related injuries is available from RIDDOR reporting⁴. In Transportation and storage:

- There were 7,698 non-fatal injuries to employees reported by employers under RIDDOR in 2024/25p.
- 1,929 (25%) were specified injuries⁵ and 5,769 (75%) were injuries resulting in the incapacitation of a worker for over seven days

Source: RIDDOR, 2024/25p

Percentage of non-fatal work-related specified injuries by accident kind in Transportation and storage



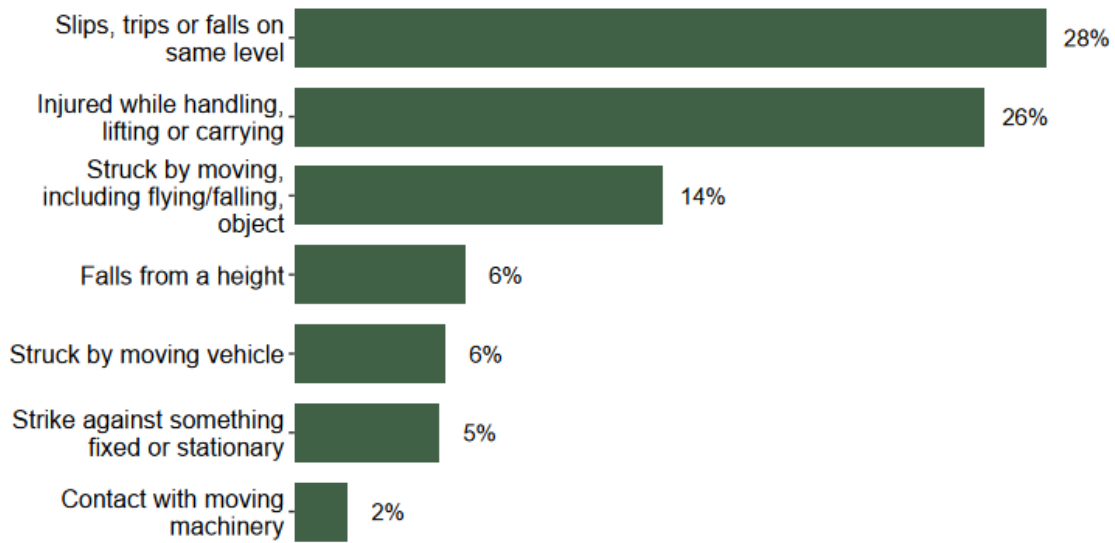
Source: RIDDOR, average over 2022/23-2024/25p

Accident kinds are shown that account for 1.5% or more of non-fatal injuries.

⁴ 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. Possible variations in reporting rates both between industries and over time make comparisons difficult. However, RIDDOR can be used for analysis at a detailed level not available through the LFS, for example, around the kind of incident.

⁵ Specified injuries are a defined list of injuries. The full list is at www.hse.gov.uk/riddor/reportable-incidents.htm

Percentage of non-fatal work-related injuries resulting in incapacitation of a worker for over seven days by accident kind in Transportation and storage



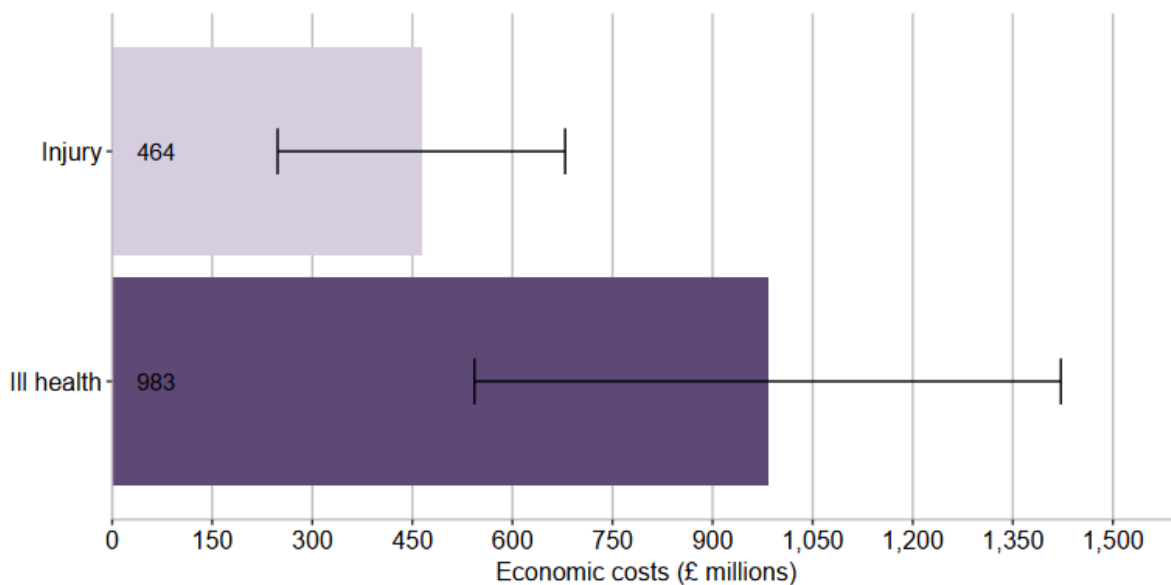
Source: RIDDOR, average over 2022/23-2024/25p

Accident kinds are shown that account for 1.5% or more of non-fatal injuries.

Economic Cost

- The total cost in 2023/24 is estimated at £1.4 billion, (95% confidence interval £955M - £1,937M)
- This accounts for 6% of the total cost of all work-related ill health and injury (£22.9 billion)

Economic costs from work-related ill health and workplace injury in Transportation and storage, in £ millions (2023/24 prices)



Estimates based on LFS (self-reported work-related ill health and workplace non-fatal injuries) and RIDDOR (work-related fatal injuries).

95% confidence intervals are shown on the chart.

Source: HSE Costs to Britain, 2023/24

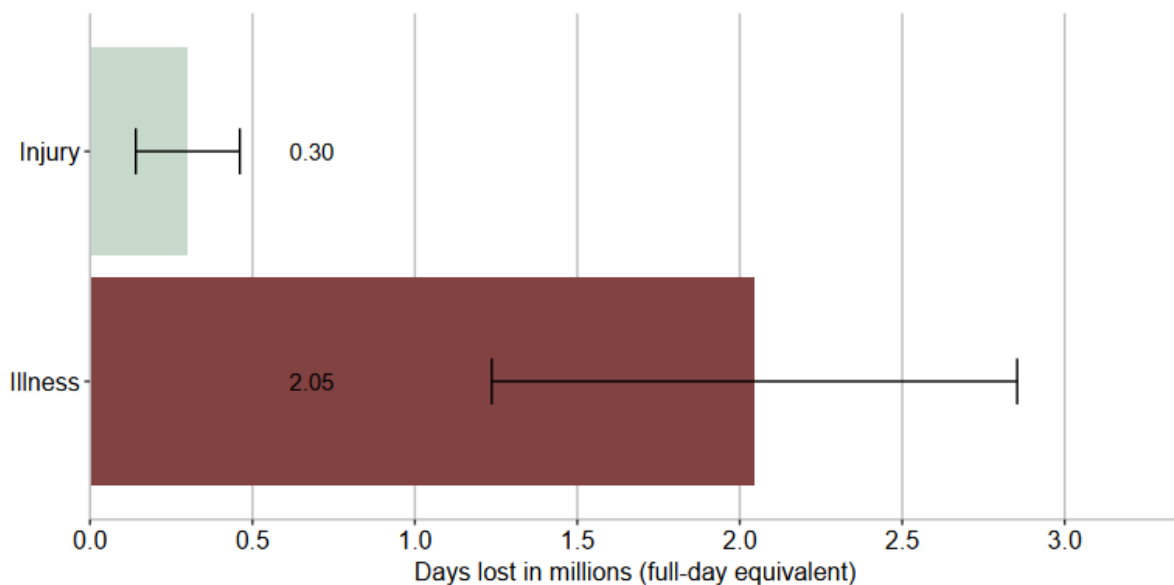
Workplace injury and ill health impose costs: both financial (for example in terms of lost output and healthcare costs) and non-financial (the monetary valuation of the human cost of injury and illness in terms of loss of quality of life and, for fatalities, loss of life). Taken together, this gives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

Working days lost

In Transportation and storage around 2.3 million working days (full-day equivalent) were lost each year due to:

- Workplace injury (13%) and
- Work-related illness (87%)
- That is equivalent to around 1.5 working days lost per worker which is not statistically different than the all industry level (1.1 days)

Working days lost from self-reported work-related ill health and workplace injury in Transportation and storage, full-day equivalent



95% confidence intervals are shown on the chart.

Source: LFS, average estimate over 2022/23-2024/25

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 31,000 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.

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.

Notes:

Percentages presented on charts in this document use rounded data and so may not sum to 100% in all cases.

p is used in this document to indicate provisional figures due to be finalised in 2026

For more information, see <https://www.hse.gov.uk/statistics/assets/docs/sources.pdf>

Annex 2: Links to detailed tables

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

Work-related illness

lfsillind: <https://www.hse.gov.uk/statistics/assets/docs/lfsillind.xlsx>

lfsilltran: <https://www.hse.gov.uk/statistics/assets/docs/lfsilltran.xlsx>

Workplace injuries

lfsinjind: <https://www.hse.gov.uk/statistics/assets/docs/lfsinjind.xlsx>

lfsinjtran: <https://www.hse.gov.uk/statistics/assets/docs/lfsinjtran.xlsx>

RIDIND: <https://www.hse.gov.uk/statistics/assets/docs/ridind.xlsx>

RIDFATAL: <https://www.hse.gov.uk/statistics/assets/docs/ridfatal.xlsx>

RIDHIST: <https://www.hse.gov.uk/statistics/assets/docs/ridhist.xlsx>

RIDKIND: <https://www.hse.gov.uk/statistics/assets/docs/ridkind.xlsx>

Costs to Britain of workplace injury and illness

COST_tables: https://www.hse.gov.uk/statistics/assets/docs/costs_tables.xlsx

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

Accredited Official Statistics

This publication is part of HSE's suite of Accredited Official Statistics.

HSE's official statistics practice is regulated by the Office for Statistics Regulation (OSR). Accredited Official Statistics are a subset of official statistics that have been independently reviewed by the OSR and confirmed to comply with the standards of trustworthiness, quality and value in the Code of Practice for Statistics. Accredited official statistics were previously called National Statistics (and still referenced as such in Statistics and Registration Service Act 2007). See <https://uksa.statisticsauthority.gov.uk/about-the-authority/uk-statistical-system/types-of-official-statistics/> for more details on the types of official statistics.

From 7 June 2024 the Accredited Official Statistics badge has replaced the previous National Statistics badge.

These statistics were last reviewed by OSR in 2013. It is Health and Safety Executive's responsibility to maintain compliance with the standards expected. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the OSR promptly. Accredited Official 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 <https://www.hse.gov.uk/statistics/about.htm>.

You are welcome to contact us directly with any comments about how we meet these standards. Alternatively, you can contact OSR by emailing regulation@statistics.gov.uk or via the OSR website.

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

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

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

Additional data tables can be found at <https://www.hse.gov.uk/statistics/tables/>.

Lead Statistician: [Rebecca Simpson](#)

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Email: statsfeedback@hse.gov.uk

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

