Transportation and storage statistics in Great Britain, 2022

Data up to March 2022
Annual statistics
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Key statistics

Ill health

49,000 workers suffering from work-related ill health (new or long-standing) each year averaged over the three-year period 2019/20-2021/22

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, was not statistically significantly different from the previous period.

Source: LFS estimated annual average 2019/20-2021/22
Fatal injuries

16 fatal injuries to workers in 2021/22. This is in comparison with the annual average number of 14 fatalities for 2017/18-2021/22

Source: RIDDOR

Source: RIDDOR, 2017/18-2021/22. Accident kinds are shown that account for 10% or more of injuries.
Non-fatal injuries

31,000 workers sustain non-fatal injuries at work each year averaged over the three-year period 2019/20-2021/22. 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, was not statistically significantly different from the previous period.

Source: LFS, estimated annual average 2019/20-2021/22

Source: Non-fatal injuries reported under RIDDOR 2019/20-2021/22. 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

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\(^1\) 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.
• 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 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 and this should be considered when comparing across time periods. More details can be found in our reports on the impact of the coronavirus pandemic on health and safety statistics.

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² Annual Population Survey, 2021. 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 49,000 work-related ill health cases annually (new or long-standing)

- 36% 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. The rate for the latest period, which includes years affected by the coronavirus pandemic, was not statistically significantly different from the previous period.

Source: LFS, estimated annual average 2019/20-2021/22
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 statistically significantly lower than that for workers across all industries (3.5%)

Source: LFS, annual average (2014/15-2021/22). 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 17,000 work-related cases of musculoskeletal disorders (new or long-standing), 36% of all ill health in this sector.

- 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, which includes years affected by the coronavirus pandemic, was not statistically significantly different from the previous period.

  Source: LFS, estimated annual average 2019/20-2021/22

Comparing rate of musculoskeletal disorders in Transportation and storage:

- Around 1.4% 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 (2014/15-2021/22). 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 20,000 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, was higher than the previous period.

  Source: LFS, estimated annual average 2019/20-2021/22

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 (1.6%)

Source: LFS, annual average (2014/15-2021/22). 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. The rate for the latest period, which includes years affected by the coronavirus pandemic, was not statistically significantly different from the previous period.

*Shaded area represents a 95% confidence interval*
*Latest data includes the effects of the coronavirus pandemic, shown as a break in the time series.*
*Source: LFS annual averages (new and long-standing cases), grouped by 3 years from, from 2003/04-2005/06 to 2019/20-2021/22*
**Work-related musculoskeletal disorders** (new and long-standing cases)
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, which includes years affected by the coronavirus pandemic, was not statistically significantly different from the previous period.

Shaded area represents a 95% confidence interval
Latest data includes the effects of the coronavirus pandemic, shown as a break in the time series.
Source: LFS annual averages (new and long-standing cases), grouped by 3 years from, from 2003/04-2005/06 to 2019/20-2021/22
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, was higher than the previous period.

Shaded area represents a 95% confidence interval
Latest data includes the effects of the coronavirus pandemic, shown as a break in the time series.
Source: LFS annual averages (new and long-standing cases), grouped by 3 years from, from 2003/04-2005/06 to 2019/20-2021/22
Work-related injuries

Fatal injuries

In Transportation and storage:

• There were 16 fatal injuries to workers in 2021/22

• This is in comparison with the annual average number of 14 fatalities for 2017/18-2021/22

• 34% 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 (0.9 per 100,000 workers) is around 2 times the all industry rate

Source: RIDDOR, annual average 2017/18-2021/22
In the recent years prior to the coronavirus pandemic, the rate of fatal injury to workers was showing signs of flattening out, though number of deaths each year are, statistically speaking, small making the annual rate prone to fluctuation. In 2021/22 the rate was similar to the pre-coronavirus levels.
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 31,000 workers who sustained an injury at work
- 25% 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, was not statistically significantly different from the previous period.

Source LFS, estimated annual average 2019/20-2021/22

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 (1.7%)

Source: LFS, annual average (2014/15-2021/22). 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, was not statistically significantly different from the previous period.

Source: LFS, grouped by 3 years, estimated annual average from 2001/02-2003/04 to 2021/22
Latest data includes the effects of the coronavirus pandemic, shown as a break in the time series.
Shaded area represents a 95% confidence interval
Supporting information around work-related injuries is available from RIDDOR reporting. In Transportation and storage there were:

- 7,735 non-fatal injuries to employees reported by employers under RIDDOR in 2021/22, excluding injuries that occurred on railways.
- 1,864 (24%) were specified injuries and 5,871 (76%) were over seven-day injuries.

Main accident kinds for the latest three years (2019/20-2021/22):

<table>
<thead>
<tr>
<th>Accident Kind</th>
<th>Specified Injuries</th>
<th>Over 7 Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Handling</td>
<td>5%</td>
<td>28%</td>
</tr>
<tr>
<td>Slips, trips,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Falls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Struck by</td>
<td>11%</td>
<td>28%</td>
</tr>
<tr>
<td>Ongoing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Object</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>Falls</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Strike against</td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td>Stationary</td>
<td>6%</td>
<td></td>
</tr>
<tr>
<td>Vehicle</td>
<td>6%</td>
<td></td>
</tr>
<tr>
<td>Contact with</td>
<td>2%</td>
<td></td>
</tr>
<tr>
<td>Machinery</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: RIDDOR, 2019/20-2021/22

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
Economic Cost

- The total cost in 2019/20 is estimated at £823 million, (95% confidence interval £595M - £1,050M)

- This accounts for 4% of the total cost of all work-related ill health and injury (£18.7 billion)

![Diagram showing economic costs in £ millions]

Source: HSE Costs to Britain, 2019/20
95% confidence intervals are shown on the chart

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.
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 36,000 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. 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

Workplace injuries
RIDIND: [www.hse.gov.uk/Statistics/tables/ridind.xlsx](www.hse.gov.uk/Statistics/tables/ridind.xlsx)

Work-related illness and workplace injuries for sub-sectors

Costs to Britain of workplace injury and illness COST_tables:

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