

Transportation and storage statistics in Great Britain, 2020

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This document can be found at www.hse.gov.uk/statistics/industry/transportation.pdf

Key statistics in the Transportation and storage sector in Great Britain, 2020



52,000

workers suffering from

work-related ill health (new or long-standing) each year

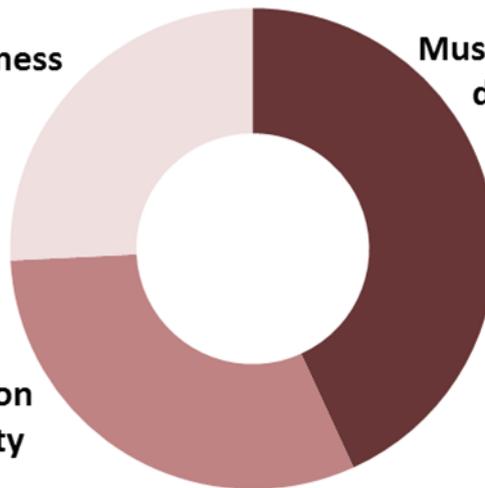
The rate of total self-reported work-related ill health, shows no clear trend

Source: LFS, annual average 2017/18-2019/20

Other illness
26%

Stress,
depression
or anxiety
31%

Musculoskeletal disorders
43%

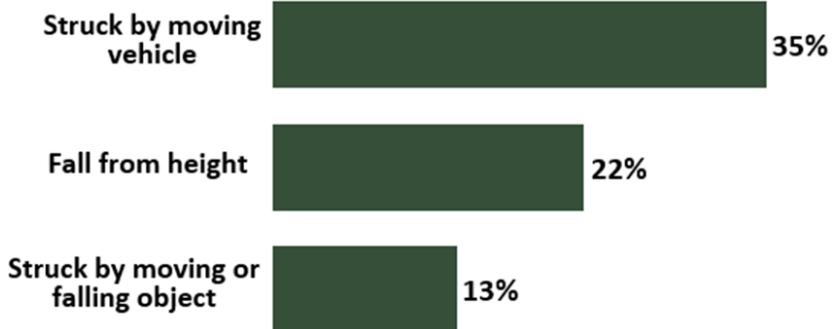


11

fatal injuries to workers in 2019/20

This is broadly similar to the annual average number of 14 fatalities for 2015/16-2019/20

Source: RIDDOR



Source: RIDDOR, 2015/16-2019/20. Accident kinds are shown that account for 10% or more of injuries.



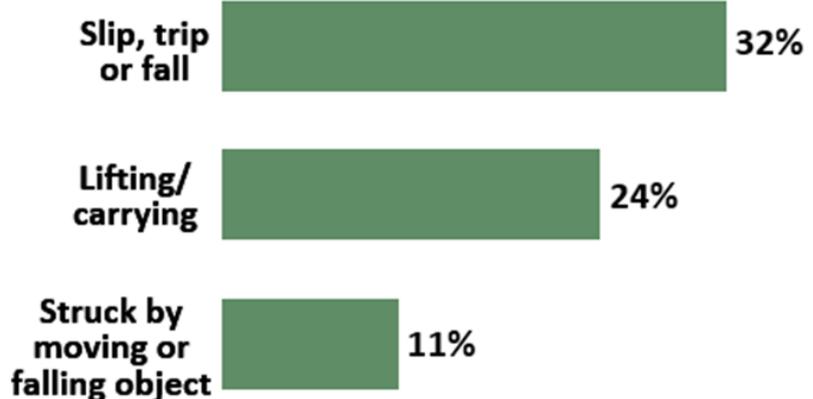
28,000

Workers sustain non-fatal injuries at

work each year

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

Source: LFS, annual average 2017/18-2019/20



Source: Non-fatal injuries reported under RIDDOR 2017/18-2019/20. 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:

- 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.

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 2019. 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

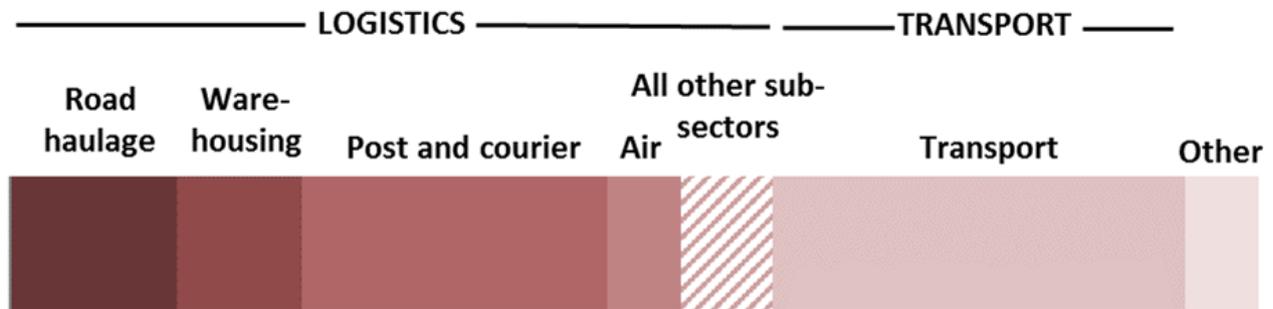
All illness

In Transportation and storage:

- There were an estimated **52,000** work-related ill health cases annually (new or long-standing)
- **43%** were musculoskeletal disorders, **31%** were stress, depression or anxiety
- The rate of total self-reported work-related ill health, shows no clear trend

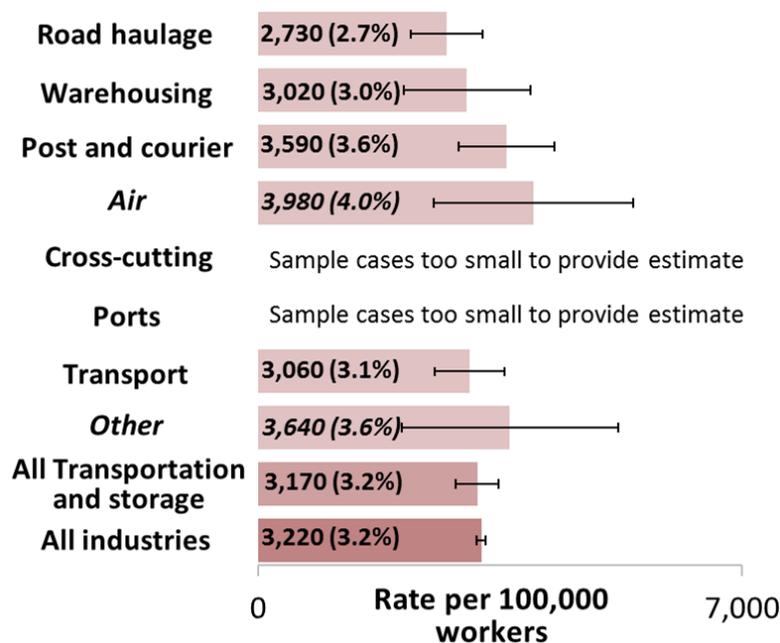
Source: LFS, annual average 2017/18-2019/20

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



Source: LFS, annual average (2011/12, 2013/14-2019/20). 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 are too small to provide an estimate for each

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



- Around **3.2%** 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%**)
- While there is some variation in the sub-sector rates, only Road haulage has a rate **statistically significant lower** compared to All industries

Source: LFS, annual average (2011/12, 2013/14-2019/20). 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. Figures in italics are based on fewer than 30 sample cases.



Work-related ill health

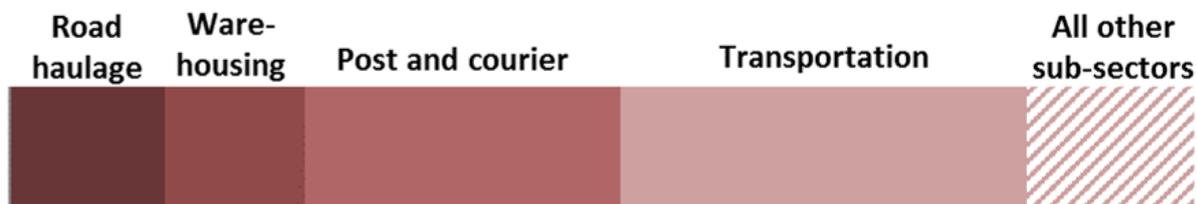
Musculoskeletal disorders

In Transportation and storage:

- There were an estimated **23,000** work-related cases of musculoskeletal disorders (new or long-standing), just less than half of all ill health in this Sector
- The rate of total self-reported work-related musculoskeletal disorders shows no clear trend.

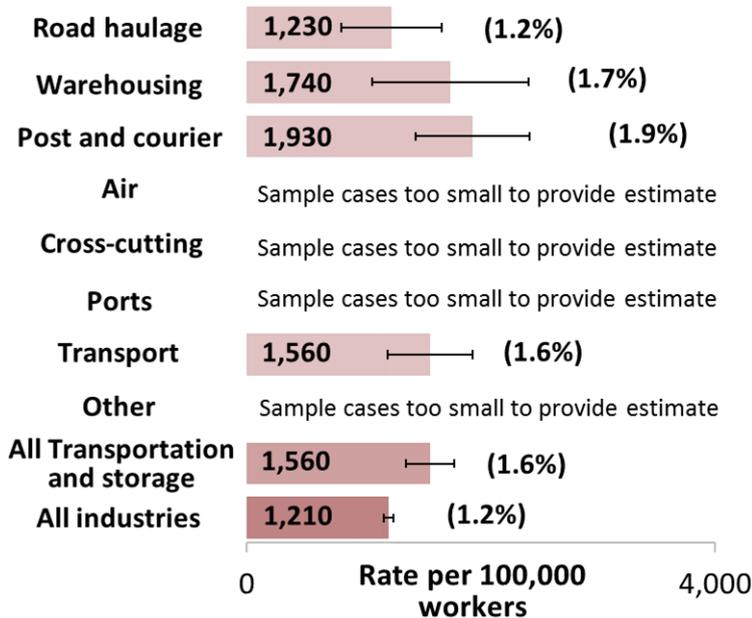
Source: LFS, annual average 2017/18-2019/20

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



Source: LFS, annual average (2011/12, 2013/14-2019/20). 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, Ports, Cross cutting and Other are too small to provide an estimate for each.

Comparing rates of musculoskeletal disorders in Transportation and storage



- Around **1.6%** 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 (**1.2%**)
- While there is variation in the sub-sector rates, only Post and courier has a rate **statistically significantly higher** compared to the All industries rate.

Source: LFS, annual average (2011/12, 2013/14-2019/20). 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. Figures in italics are based on fewer than 30 sample cases.



Work-related ill health

Stress, depression or anxiety

In Transportation and storage:

- There were an estimated **16,000** 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 total self-reported work-related stress, depression or anxiety shows no clear trend

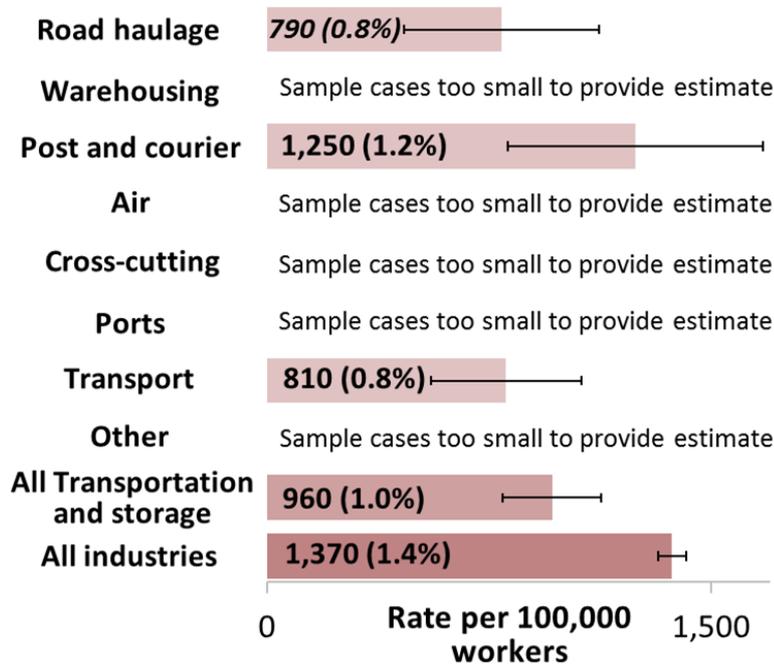
Source: LFS, annual average 2017/18-2019/20

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



Source: LFS, annual average (2011/12, 2013/14-2019/20). 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 **1.0%** 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 (**1.4%**)
- All three sub-sectors for which an estimate is available show a lower rate compared to All industries; Road haulage and Transport are **statistically significantly lower**.

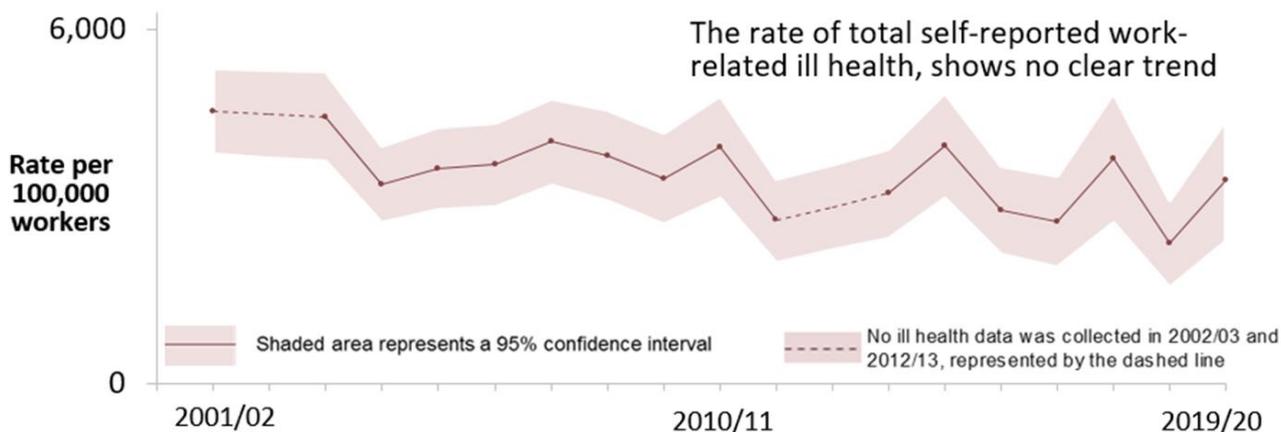
Source: LFS, annual average (2011/12, 2013/14-2019/20). An eight-year period is used to improve the reliability of the sub-sector estimates. The grouped subsectors are defined in the introduction of this publication. 95% confidence intervals are shown on the chart. Figures in italics are based on fewer than 30 sample cases.



Work-related ill health

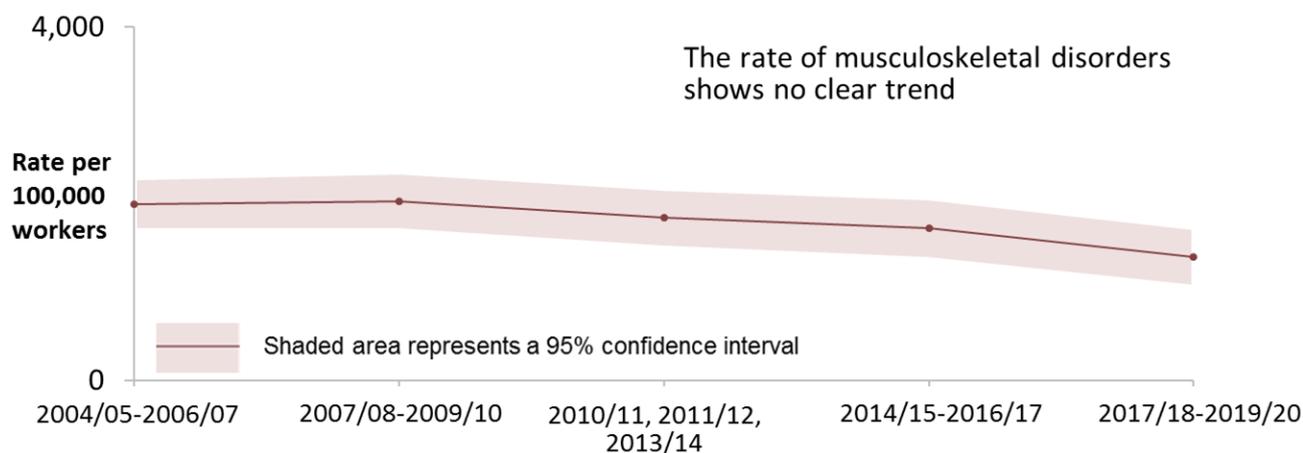
Changes over time

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



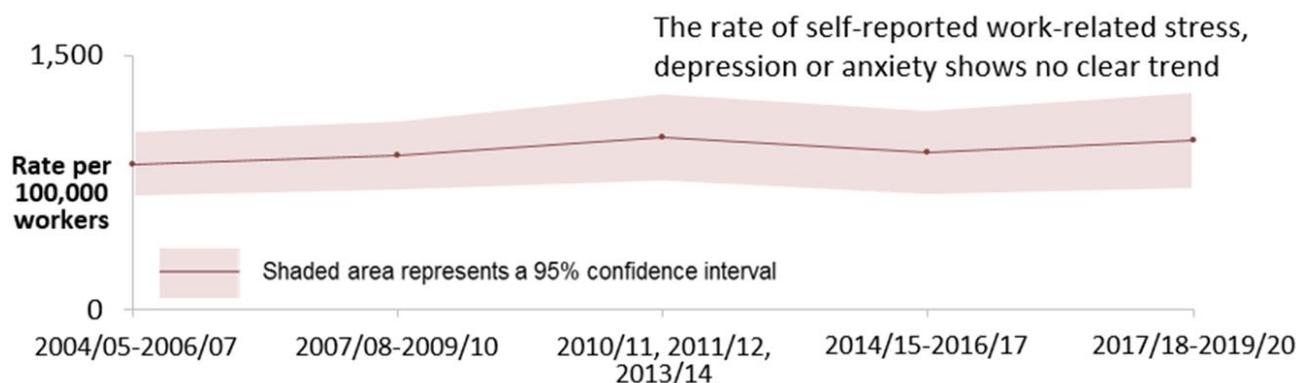
Source: LFS, annual rates

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



Source: LFS annual averages, grouped by 3 years, from 2004/05 to 2019/20

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



Source: LFS annual averages, grouped by 3 years, from 2004/05 to 2019/20. 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

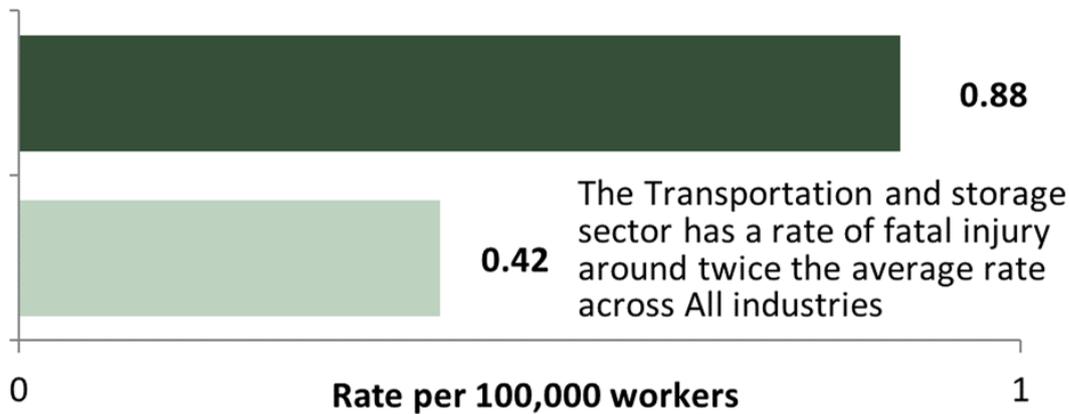
Fatal injuries

In Transportation and storage:

- There were **11** fatal injuries in 2019/20
- This is broadly in line with the annual average of 14 for 2015/16-2019/20
- Over the same five year period, **35%** of deaths were due to being struck by a moving vehicle, **22%** falls from height and **13%** struck by a moving/falling object.

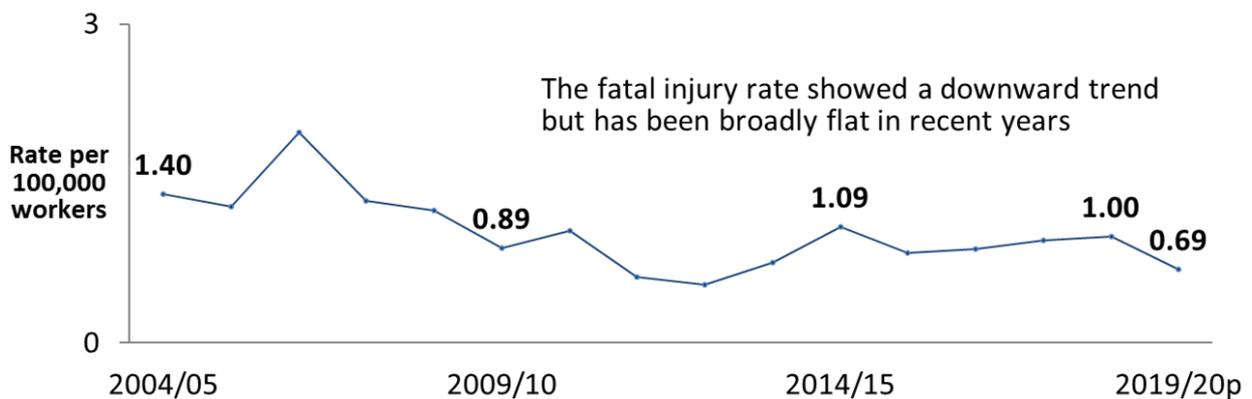
Source: RIDDOR

Transportation and storage compared with All industry



Source: RIDDOR, annual average 2015/16-2019/20

Changes over time



Source: RIDDOR, 2004/05-2019/20



Workplace injuries

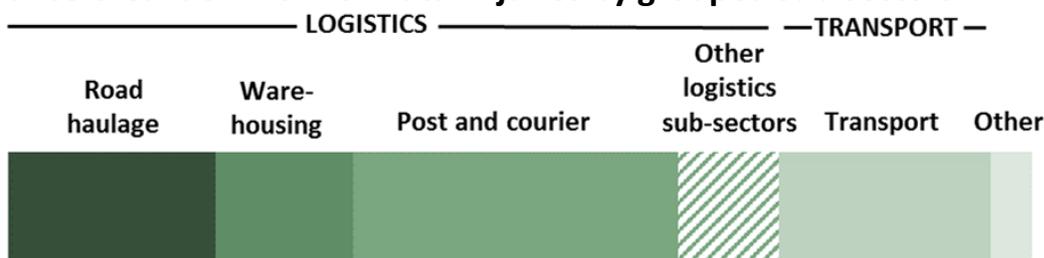
Non-fatal injuries (HSE’s preferred data source for non-fatal injuries is the Labour Force Survey (LFS))

In Transportation and storage:

- There were an estimated **28,000** workers who sustained an injury at work
- Just under a third 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

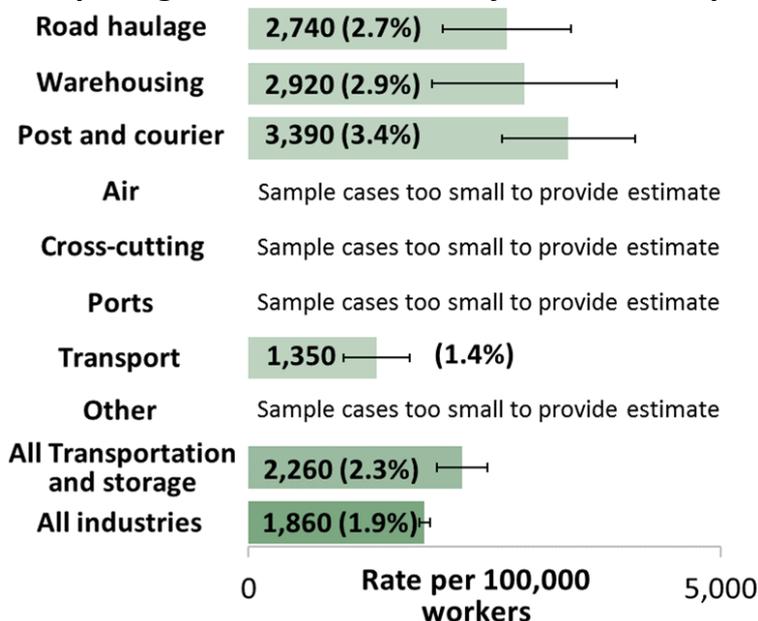
Source: LFS, annual average 2017/18-2019/20

At-a-glance breakdown of non-fatal injuries by grouped sub-sectors



Source: LFS, annual average (2012/13-2019/20). 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 **2.3%** of workers in Transportation and storage sustained a workplace injury, and is **statistically significantly higher[#]** than the rate for workers across All industries (**1.9%**)
- All the sub-sectors within the logistics sector (for which an estimate is available) have a rate of injury **statistically significantly higher** than the All industries rate. In contrast, the rate in Transport is **statistically significantly lower**.

Source: LFS, annual average (2012/13-2019/20). 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.

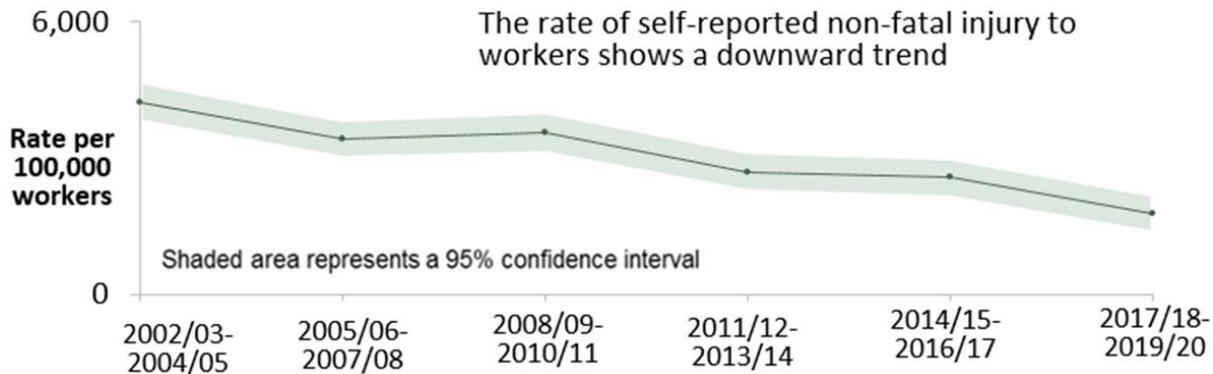
[#]This estimate is based on the annual average over an eight-year period. The annual-average based on the latest three-year period shows the rate, although higher in Transportation and storage compared to the rate across All industries to be not statistically significant



Workplace injuries

Non-fatal injuries

Changes over time



Source: LFS 2002/03 – 2019/20

Supporting information from RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations)[#] supports this trend picture. The rate of non-fatal injury to employees reported by employers to RIDDOR shows a downward trend since 2004/05 (the earliest time for which consistent data is available for the transportation and storage sector).

[#]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.



Work-related injuries

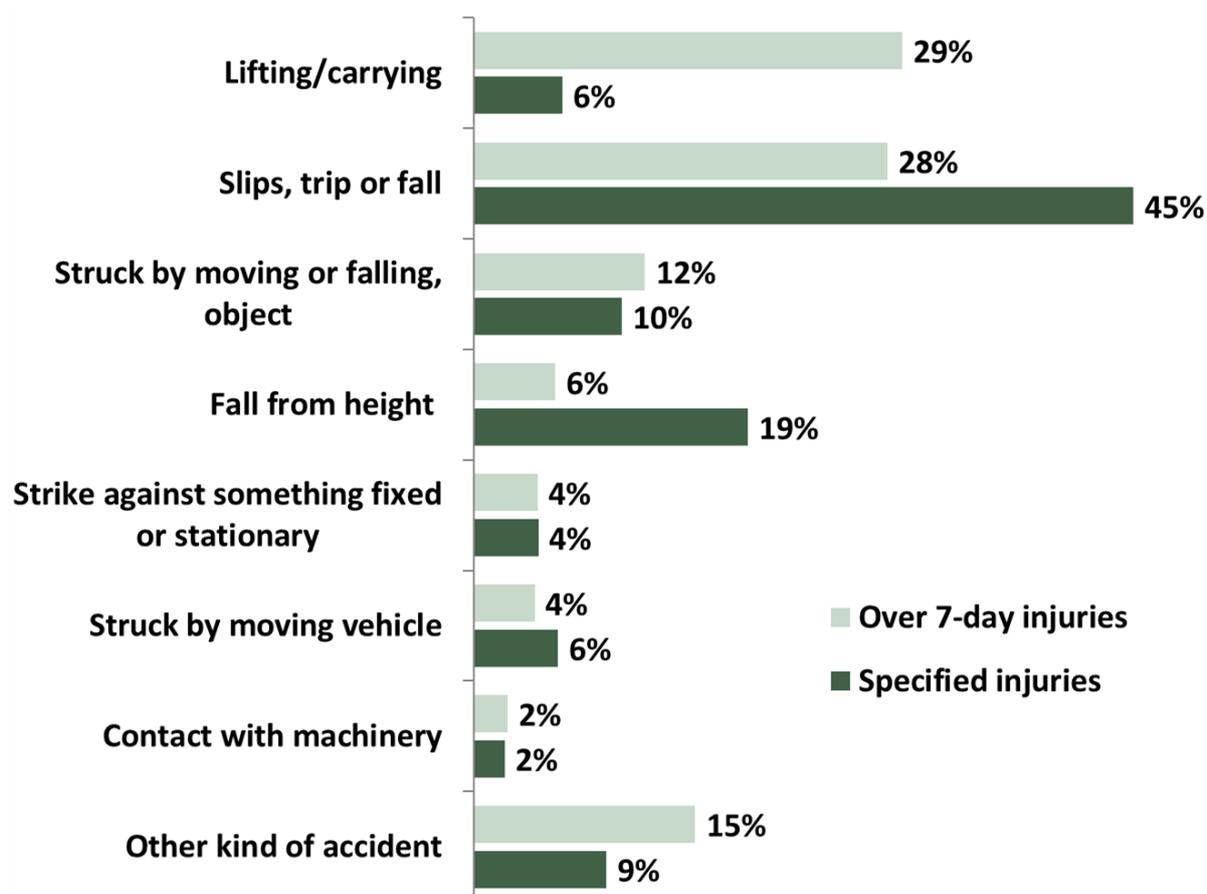
Non-fatal injuries

In Transportation and storage:

- There were **8,864** non-fatal injuries to employees reported by employers to RIDDOR in 2019/20
- **2,011** (23%) were specified injuries[#] and **6,853** (77%) were over 7-day injuries

Source: RIDDOR, 2019/20

Breakdown of non-fatal injuries by accident kind for the latest three years (2017/18 – 2019/20)



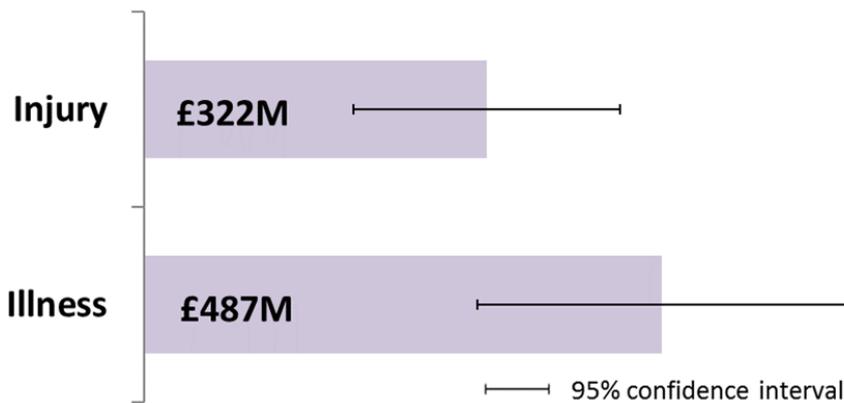
Source: RIDDOR, 2017/18 - 2019/20

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



Economic cost

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



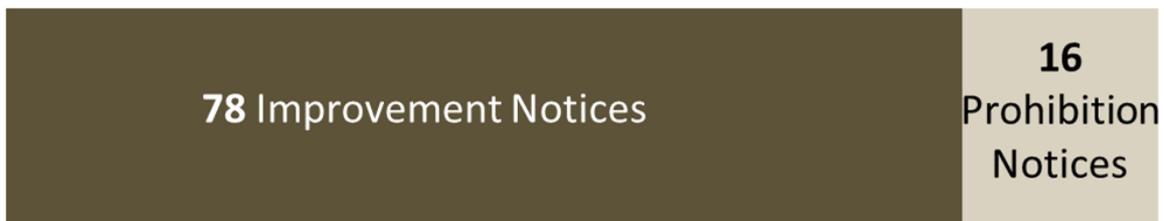
- The total economic cost in 2018/19 is estimated at **£809M**
- This accounts for 5% of the total cost across all industries (£16.2 billion)

Source: HSE Costs to Britain 2018/19. 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 Transportation and storage, 2019/20p



- In addition to these enforcement notices, 20 prosecution cases[#] were brought by HSE and, in Scotland, COPFS and had a verdict reached in 2019/20p; 17 resulted in a guilty verdict for at least one offence.
- The resulting fines from these prosecutions totalled around £3,3M in 2019/20p, with an average fine per case of £192,000

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.

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 33,000 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.

Potential impact of COVID-19 on HSE's main statistical data sources in 2019/20:

Disruption to the economy towards the end of 2019/20 due to the emergence of COVID-19 as a national health issue had the potential to have impacted on workplace injury and work-related ill health data for 2019/20. A paper setting out the issues in more detail along with results of analysis of the headline data from the Labour Force Survey and RIDDOR found that COVID-19 does not appear to be the main driver of changes seen in the latest year's data. For more details see www.hse.gov.uk/statistics/adhoc-analysis/covid19-impact19-20.pdf

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: List of tables

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

Tables	Web Address (URL)
Work-related illness	
Ifsillind	www.hse.gov.uk/Statistics/lfs/lfsillind.xlsx
Workplace injuries	
Ifsinjind	www.hse.gov.uk/Statistics/lfs/lfsinjind.xlsx
RIDIND	www.hse.gov.uk/Statistics/tables/ridind.xlsx
RIDKIND	www.hse.gov.uk/Statistics/tables/ridkind.xlsx
RIDHIST	www.hse.gov.uk/Statistics/tables/ridhist.xlsx
RIDFATAL	www.hse.gov.uk/Statistics/tables/ridfatal.xlsx
Work related illness and workplace injuries for sub-sectors	
Ifsilltran	www.hse.gov.uk/Statistics/tables/lfsilltran.xlsx
Ifsinjtran	www.hse.gov.uk/Statistics/tables/lfsinjtran.xlsx
Costs to Britain of workplace injury and illness	
COST_Tables1819	www.hse.gov.uk/Statistics/tables/costs_tables1819.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
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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 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/

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