TASMANIA INDUSTRY OVERVIEW
TRANSPORT, POSTAL
AND WAREHOUSING

2018
WORK HEALTH AND SAFETY
PERFORMANCE
WWW.WORKSAFE.TAS.GOV.AU
As part of the Strategic Plan 2018-2023, WorkSafe Tasmania has established a number of strategies to aid in fulfilling its promise to the Tasmanian community of ‘Safe and Well, Every Day’. These strategies include a focus on Targeted Harm Reduction and Building Culture and Capability. A component of both of these strategies is implementing new ways to engage with and educate the community on injury trends and areas of risk in order to work towards better health, safety and wellbeing outcomes.

The Industry Overview reports provide an account of the work health and safety (WHS) performance of each industry group across Tasmania. They aim to identify and focus on emerging or existing WHS issues, for evaluation and action. They compare most current WHS performance relative to previous years and, where applicable, to other industries across Tasmania.
The Transport, Postal and Warehousing (TPW) industry is a relatively small employer in Tasmania, ranked tenth largest among the 19 industry groups. It is also ranked tenth highest among all industries on a gross value add basis with a state product contribution of approximately 1.2 billion dollars (2018).

The industry consists of 18 industry groups, covering transport of passengers and freight by road, water and air including postal and courier services and scenic/sightseeing transport.

INDUSTRY BACKGROUND

The Transport, Postal and Warehousing (TPW) industry is a relatively small employer in Tasmania, ranked tenth largest among the 19 industry groups. It is also ranked tenth highest among all industries on a gross value add basis with a state product contribution of approximately 1.2 billion dollars (2018).

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INDUSTRY PROFILE

EMPLOYMENT
TPW in Tasmania accounts for almost 5% of total employment (approximately 11,000 workers) with a stable employment market forecast for the next year in hours-worked.

This industry has a considerable proportion of full time workers (74%) compared to 63% of Tasmanian workers as a whole.

The data indicates that of the major groups, Water passenger transport has the highest proportion of full time workers (100%) followed by Road Freight Transport (95%), Road Passenger Transport (84%) and Postal and Courier Pick-up and Delivery Services (78%). Scenic and Sightseeing Transport as a group has the lowest estimated proportion of full-time hours at 61%.

AGE PROFILE
Over half or 63% of Tasmanian workers in this industry are more than 45 years in age, 20% higher than the average for all industries, indicating middle aged workers are well represented in this industry.

This industry has half as many workers below 25 years in age (9% vs. all industry average of 18%) (see Figure 1).

Figure 1. Percentage of workforce by age group

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>15-24 years</td>
<td>10%</td>
</tr>
<tr>
<td>25-34 years</td>
<td>15%</td>
</tr>
<tr>
<td>35-44 years</td>
<td>15%</td>
</tr>
<tr>
<td>45-54 years</td>
<td>20%</td>
</tr>
<tr>
<td>55-64 years</td>
<td>15%</td>
</tr>
<tr>
<td>65 years and over</td>
<td>5%</td>
</tr>
</tbody>
</table>

INDUSTRY GROUP BREAKDOWN

There has been some growth in Water Passenger Transport hours and very strong growth in Road Passenger Transport hours. In contrast there have been declines in Postal and Courier Pick-up and Delivery Services, Air and Space Transport hours.

The Transport, Postal and Warehousing industry is made up of a relatively small number of groups with slightly over a dozen (14) being actively represented in Tasmania.

At least 33% of workers are in Road Freight Transport followed by Road Passenger Transport (19%), Postal and Courier Pick-up and Delivery Services (16%), Warehousing and Storage Services (6%) and Water Transport Support Services (5%).

These five groups make up an estimated 85% of all TPW hours in Tasmania. Road Freight Transport alone use 40% of hours, employing 33% of TPW workers to do so.
INJURY NUMBERS AND TRENDS

Transport, Postal and Warehousing (TPW) reported the eighth highest number of injuries in 2018. Injury numbers have decreased 25% in the last ten years, a larger decrease than the statewide decrease of 18%.

The serious injury frequency rate was fifth highest of all industries at just over nine serious injuries per million hours worked in 2018.

There have been 29 work related fatalities in TPW in the last ten years.

INJURY NUMBERS

There were 329 injuries in TPW in 2018, which was the eighth highest of all 19 industries and 4% of the total injuries across the state.

The number of injuries has reduced by 25% in the last ten years (see Figure 3). This is compared to an 18% decrease across all industries between 2009 and 2018.

Around 45% of injuries result in one week or more off work, higher than the statewide average of 37%.

SERIOUS INJURIES

A serious injury is one that results in the worker requiring at least one week off work due to their injury.

TPW has averaged 165 serious injuries per year over the last ten years (or around 45% of all TPW injuries).

It reported the ninth highest number of serious injuries in 2018 among all industries (accounting for 5% of all serious injuries statewide).

SERIOUS INJURY FREQUENCY RATES

Frequency rates are calculated as the number of injuries per million hours worked. This gives context to the injury numbers by taking into account the size of an industry’s workforce, and the part time/full time mix of the industry.

The serious injury frequency rate in TPW is fifth highest among all industry divisions, estimated at approximately 9.2 serious injuries per million hours worked in 2018 (see Figure 4 over page).
TRENDS IN SERIOUS INJURY FREQUENCY RATES OVER 10 YEARS

Serious injuries decreased 39% between 2009 and 2018 while serious injuries for all industries decreased 12% in this period.

Using a three year rolling average frequency rate balances the variations in injury numbers and workforce year to year.

TPW’s serious injury frequency rate decreased substantially in the last ten years, declining 35% on a three year rolling average basis from 14.5 to 9.3 serious injuries per million hours worked. The serious injury frequency rate for all industries reduced considerably less over this period, decreasing approximately 16% from 10.3 to 8.7 serious injuries per million hours worked (see Figure 5).

On a non-rolling (actual) basis, the serious injury frequency rate for TPW declined 35% between 2009 and 2018 from 14.1 to an estimated 9.2 serious injuries per million hours worked. The all industry serious injury frequency rate declined 14% from 9.8 to 8.4 serious injuries per million hours worked for this same period.

The non rolling average serious frequency rate across all industries has decreased by 19% in the same period from 10.3 to 8.4.

FATALITIES

There have been 29 work related fatalities in TPW industry workplaces in the last ten years, 14 workers and 15 bystanders.

Statewide there have been 87 work related fatalities in the last ten years (2009-2018).
AGE GROUP ANALYSIS

Workers aged 45-54 had the highest serious injury frequency rate with ten serious injuries per million hours worked. The data generally suggests serious injury rates peak about this age group.

Workers in the 25 to 34 year age bracket recorded the lowest serious injury frequency rate (7.5 serious injuries per million hours worked, see Figure 6 below).

These two observations are consistent with findings from the previous period.

INDUSTRY GROUP ANALYSIS

The Road Freight Transport group accounted for 55% of all serious injuries in the last ten years, followed by the Road Passenger Transport group at 17% and the Water Transport Support Services group at 6%. These three industry groups contributed over three quarters (78%) of all serious injuries in this industry.

The highest serious injury frequency rates was recorded in the Road Passenger Transport group (13 serious injuries per million hours worked), followed by the Road Freight Transport and Water Transport Support Services and Water Passenger Transport group, all of which recorded 12 serious injuries per million hours worked. See Figure 7.

OCCUPATION ANALYSIS

Truck Drivers had the highest proportion of serious injuries (38%) followed by Automobile, Bus and Rail Drivers (16%) and Delivery Drivers (8%). These three occupations account for 62% of serious injury incidents in the ten years to 2018 for TPW.
TRANSPORT, POSTAL AND WAREHOUSING
INDUSTRY SNAPSHOT 2018

THE WORKFORCE

This industry covers a wide range of activities, separated into 14 groups

• Road Freight Transport
• Road Passenger Transport
• Rail Freight Transport
• Rail Passenger Transport
• Other Transport Support Services
• Air and Space Transport
• Water Freight Transport
• Water Passenger Transport
• Scenic and Sightseeing Transport
• Pipeline and Other Transport
• Postal and Courier Pick-up and Delivery Services
• Water Transport Support Services
• Airport Operations and Other Air Transport Support Services
• Warehousing and Storage Services

THE INJURIES

329
injuries across the industry in 2018

45% of injuries over the last ten years resulted in at least one week off work

THE PEOPLE

45-54 year olds report the highest serious injury frequency rates

Road Passenger Transport reported the highest serious injury frequency rate

THE CAUSES

The most common causes of injury across the industry

Body stressing
Falls, slips and trips
Being hit by moving objects
Vehicle incidents and other

WorkSafe Tasmania
SUPPORTED BY Tasmanian Government
Injuries across the industry in 2018:

- 45% of injuries over the last ten years resulted in at least one week off work.
- 35% lower serious injury frequency rate in 2018 than ten years ago.

The most common causes of injury across the industry:

- Musculoskeletal disorders
- Slips, trips and falls
- Hazardous manual tasks
- Body stressing
- Being hit by moving objects
- Vehicle incidents and other

Priority conditions and causes identified in the WorkSafe Strategic Plan 2018-2023 relevant to the industry:

- Musculoskeletal disorders
- Hazardous manual tasks
- Slips, trips and falls
- Safe movement of vehicles and plant

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DISCLAIMER: The information provided herein was believed correct at the time of publication. The information is made available for general information only and should not be taken as a substitute for professional advice.
The most common cause of serious injury in Transport, Postal and Warehousing (TPW) is Body stressing, including Muscular stress while handling objects other than lifting, carrying or putting down, and incidents involving Muscular stress while lifting, carrying or putting down objects. This is followed by Falls, trips and slips of a person and Vehicle incidents and other.

Falls, trips and slips of a person, Mental stress and Hitting objects with a part of the body have all increased as a proportion of serious injuries in recent years. Being hit by moving objects reduced as a proportion of serious injuries over the same period.

At the broadest level, Body stressing is the most common cause of injury in TPW, making up 38% of injuries. The state average is 36%.

Falls, trips and slips and Being hit by moving objects were the next two most common causes of injuries recording 23% and 16% of injuries respectively (between 2009 and 2018). Vehicle incidents accounted for another 9%.

At a serious injury mechanism class level, Muscular stress while handling objects other than lifting, carrying, or putting down was the main cause (17%) of serious injuries in TPW followed by Muscular stress while lifting, carrying, or putting down objects (15%) and Falls on the same level (15%). Vehicle accidents was the next most common serious injury mechanism at 8%, followed by Falls from a height (7%). These top five injury mechanism classes accounted for well over half (62%) of all serious injuries in the TPW.

Figure 8. Trends in Percentage of injuries represented by the most common injury causes 2014 - 2018

Body stressing is the most common serious injury mechanism (36% in 2018). Between 2016 and 2018, Falls, trips and slips, Mental stress and Hitting objects with a part of the body have increased as a proportion of serious injuries, by at least 3% each (See Figure 8).
TRENDS IN THE MOST COMMON INJURY CAUSES

**Body stressing**

Muscular stress while handling objects other than lifting, carrying or putting down has remained the most common serious Body stressing injury in TPW since 2016. This mechanism class increased approximately 5% between 2015 and 2018. Muscular stress while lifting, carrying, or putting down objects was second most common, registering 41% of serious body stressing injuries in 2018.

**Falls, trips and slips of a person**

Falls on the same level is the most common serious Falls, trips and slips injury, accounting for 53% of serious injuries in 2018.

Stepping, kneeling or sitting on objects serious injuries have progressively increased as a proportion of all serious Falls, trips and slips in TPW.

Falls from a height serious injuries have reduced approximately 13% in the last three years (between 2015 and 2018).

**Vehicle accidents**

Vehicle accidents was the most common serious Vehicle incidents and other injuries in 2018 (53%).

**Being hit by moving objects**

Trapped between stationary and moving objects accounted for 40% of serious Being hit by moving objects injuries in 2018. This together with Being hit by moving objects and Being hit by falling objects have been the most common causes of injuries in this mechanism division in the past.

Trapped between stationary and moving object has however increased progressively each year since 2014, from contributing 8% in 2014 to 40% of all Being hit by moving objects serious injuries in 2018.
MOST COMMON INJURY CAUSES BY INDUSTRY GROUP

At an industry group level within TPW, injury causes are somewhat consistent with either Muscular stress while handling objects other than lifting, carrying or putting down or Muscular stress while lifting, carrying or putting down objects the most common cause in most industry groups.

The top causes of injury are indicated for each industry group in the graphic below.

**Road Freight Transport**
- Muscular stress while lifting, carrying or putting down objects 19%
- Muscular stress while handling objects other than lifting, carrying or putting down 17%
- Falls on the same level 16%

**Road Passenger Transport**
- Muscular stress while handling objects other than lifting, carrying or putting down 17%
- Vehicle accident 14%
- Falls on the same level 12%

**Water Transport Support Services**
- Muscular stress while handling objects other than lifting, carrying or putting down 24%
- Falls on the same level 12%
- Muscular stress while lifting, carrying or putting down objects 9%

**Postal and Courier Pick-up and Delivery Services**
- Muscular stress while lifting, carrying or putting down objects 23%
- Falls on the same level 14%
- Falls from a height 10%

**Air and Space Transport**
- Muscular stress while handling objects other than lifting, carrying or putting down 35%
- Repetitive movement, low muscle loading 14%
- Work pressure 8%
Air Operations and Other Air Transport Support Services
- Muscular stress while handling objects other than lifting, carrying or putting down 24%
- Muscular stress with no objects being handled 16%
- Falls on the same level 14%

Warehousing and Storage Services
- Muscular stress while lifting, carrying or putting down objects 27%
- Muscular stress while handling objects other than lifting, carrying or putting down 20%
- Falls on the same level 13%

Rail Freight Transport
- Muscular stress while handling objects other than lifting, carrying or putting down 24%
- Falls on the same level 21%

Pipeline and Other Transport
- Vehicle accident 28%
- Being hit by an animal 17%
- Falls on the same level 11%
- Hitting stationary objects 11%

Scenic and Sightseeing Transport
- Falls on the same level 31%
- Vehicle accident 15%
- Repetitive movement, low muscle loading 8%
- Exposure to a traumatic event 8%
As part of the Strategic Plan 2018-2023, WorkSafe Tasmania will be working to reduce harm in Tasmanian workplaces through targeted harm reduction programs. This includes targeting priority industries and high consequence activities, and focusing on priority conditions and their causes.

As one of the identified priority industries, Transport, Postal and Warehousing workplaces should expected increased engagement with WorkSafe Tasmania through a range of avenues.

**PRIORITY AREAS AND PLANNED ACTIVITIES**

Through the development of a Compliance Plan to inform inspectorate priorities, a number of awareness campaigns and a variety of other engagement activities, WorkSafe Tasmania will be targeting the following priority conditions and causes of injury identified in the Strategic Plan 2018-2023.

1. **Hazardous Manual Tasks**
2. **Slips, Trips and Falls**
3. **Safe Movement of Vehicles and Plant**
4. **Mental Health Conditions**
5. **Musculoskeletal Disorders**
6. **Asbestos Related Diseases**
Purpose and Scope of Work
This purpose of this report is to provide an account of the work health and safety performance of Transport, Postal and Warehousing in Tasmania. The aim is to identify and focus on emerging or existing WHS issues, for evaluation and action. It compares most current Transport, Postal and Warehousing WHS performance relative to previous years, and where applicable, to other industries in Tasmania.

Data
The data used in the preparation of this report comes from the WorkSafe Tasmania Information Management System (WIMS). While every effort is taken to ensure the accuracy of this report, all data is provided by Licensed and Self Insurers and the Tasmanian State Service. WorkSafe Tasmania cannot ensure the accuracy of the data.

Denominator data is from Safe Work Australia and the Australian Bureau of Statistics (ABS). Supporting statistics include sources like the Department of Treasury and Finance Tasmania.

WIMS data used in this report was current to February 2019. The latest Safe Work Australia data was at end 2017. ABS data, where applicable, is the most recent available from its website.

This report provides data on a calendar year basis unless otherwise stated.