



TASMANIA INDUSTRY OVERVIEW

TRANSPORT, POSTAL AND WAREHOUSING

2017

WORK HEALTH AND SAFETY
PERFORMANCE



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INTRODUCTION

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 as a tool to improving work 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.

INDUSTRY BACKGROUND

The Transport, Postal and Warehousing (TPW) industry is a relatively small employer in Tasmania, ranked 10th largest among the 19 industry groups. It is also ranked tenth highest among all industries on a gross value-add basis with an estimated state product contribution of approximately one billion dollars annually.

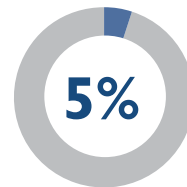
The TPW industry is made up of 14 industry groups, covering a wide range of activities including passenger and freight transport by air, land and sea, postal and delivery services and transport support services such as customs, stevedoring and warehousing services.

INDUSTRY PROFILE

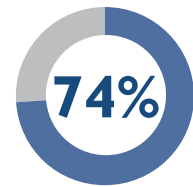
EMPLOYMENT

TPW in Tasmania accounts for almost 5% of total employment (approximately 11,000 workers), with a flat employment market forecast for the next year in hours-worked. Hours in TPW have been relatively flat in the last three years. There has been a very slight rise in hours for Road Passenger Transport, Postal and Courier Pick-up and Delivery Services, and Warehousing and Storage Services. In the last year there has been a slight decrease in Air and Space Transport hours.

TPW as a proportion of total Tasmanian workforce



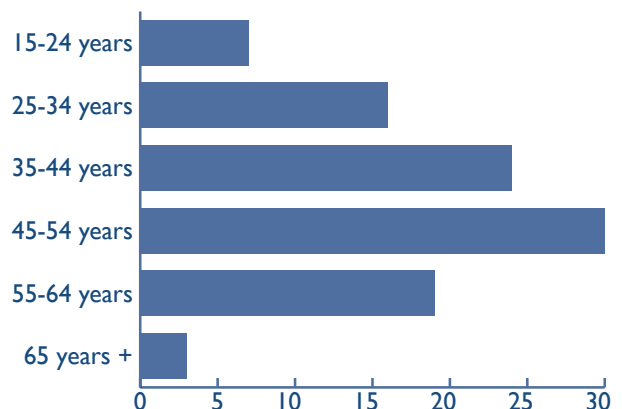
Proportion of TPW workforce employed full time



AGE PROFILE

Over half (54%) of workers in this industry are older than 45 years in age (see Figure 1). This is 11% higher than the average for all industries, indicating middle aged workers are very well represented in this industry. It is also worth noting that this industry has half as many workers below 25 years in age (7% vs. all industry average of 17%).

Figure 1. Percentage of workforce by age group

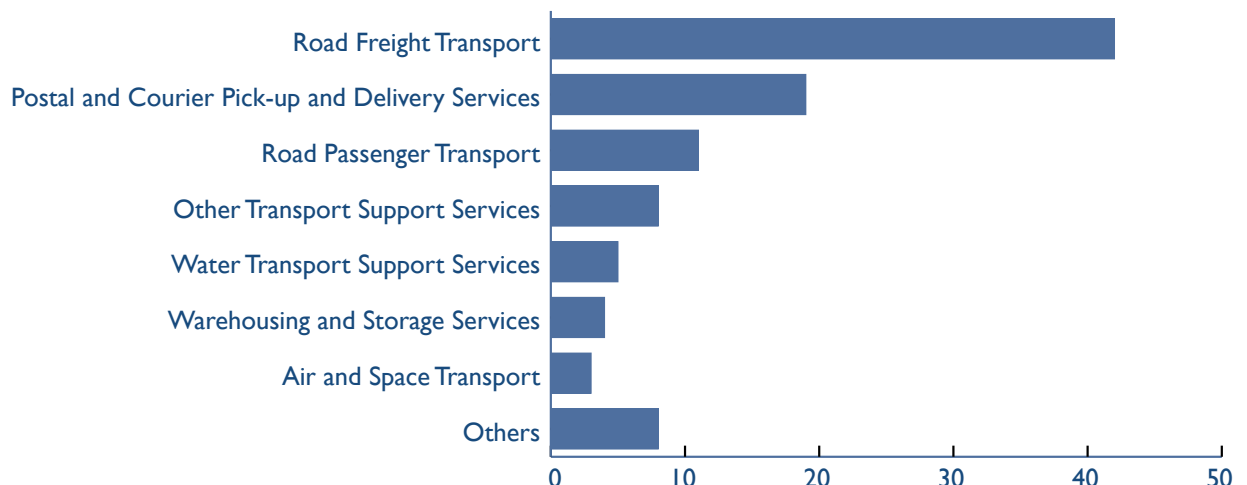


INDUSTRY GROUP PROFILE

TPW is divided into 14 industry groups, with the eight largest of these making up 86% of the TPW workforce in Tasmania as shown in Figure 2 below.

The five largest employing groups make up an estimated 86% of all TPW hours. Road Freight Transport alone uses 44% of hours, employing a third of TPW workers to do so.

Figure 2. Percentage of the workforce by industry group



INJURY NUMBERS AND TRENDS

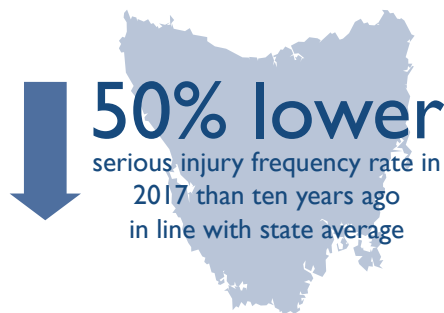
There were 324 injuries reported in Transport, Postal and Warehousing (TPW) in 2017.

TPW reported the eighth highest number of injuries over the last ten years. Injury numbers have decreased 30% in the last ten years, in line with the statewide decrease of 31%.

The serious injury frequency rate is fifth highest of all industries at approximately nine serious injuries per million hours worked in 2017.

There have been 24 work related fatalities in TPW in the last ten years.

324
injuries in
Transport, Postal and
Warehousing in 2017



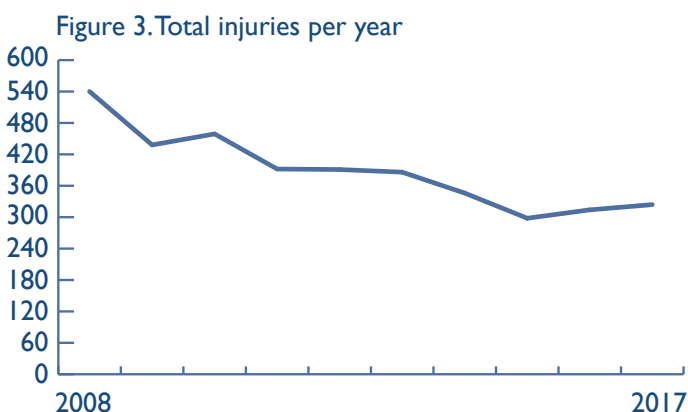
9
serious injuries
per million hours
worked

INJURY NUMBERS

In 2017, 324 people were injured in TPW, 5% of the total injuries across the state.

TPW reported the eighth highest number of injuries in 2017 and has done so each year for the last ten years, with the exception of 2015 where it reported the tenth highest number of injuries. The number of injuries in TPW has decreased 40% since 2008 as shown in Figure 3 below.

Around 46% of injuries result in one week or more off work, higher than the statewide average.



SERIOUS INJURIES

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

In the last ten years, TPW has averaged 177 serious injuries per year, or around 46% of all injuries in the industry for that period.

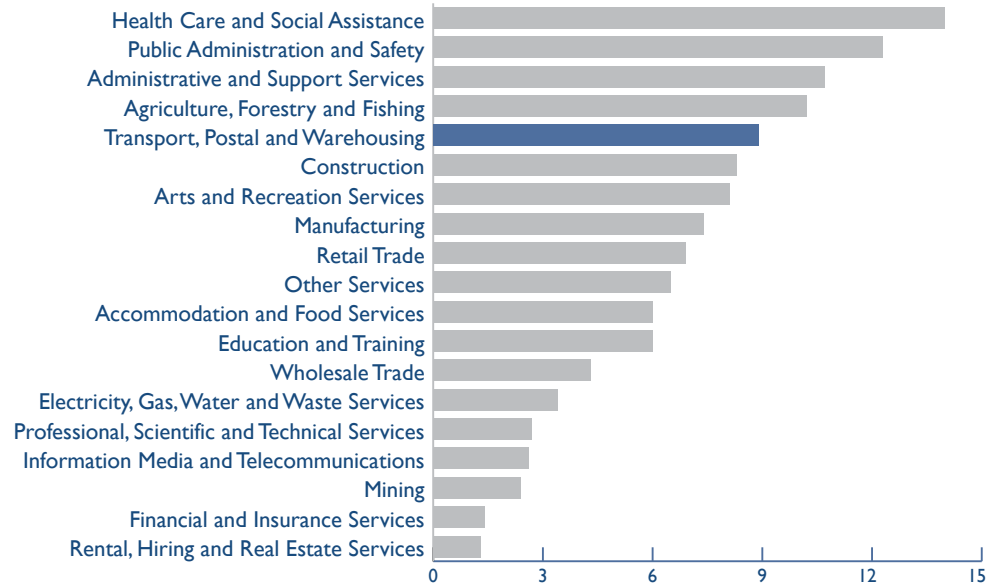
TPW reported the eighth highest number of serious injuries of any industry division in 2017. It accounted for 6% of all serious injuries in 2017.

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, as well as the part time/full time mix of the industry.

The serious injury frequency rate in TPW is fifth highest among all industry divisions, at approximately nine serious injuries per million hours worked in 2017. This is shown in Figure 4 over page.

Figure 4. Serious injury frequency rate by industry 2017



TRENDS IN SERIOUS INJURY NUMBERS AND FREQUENCY RATES OVER TEN YEARS

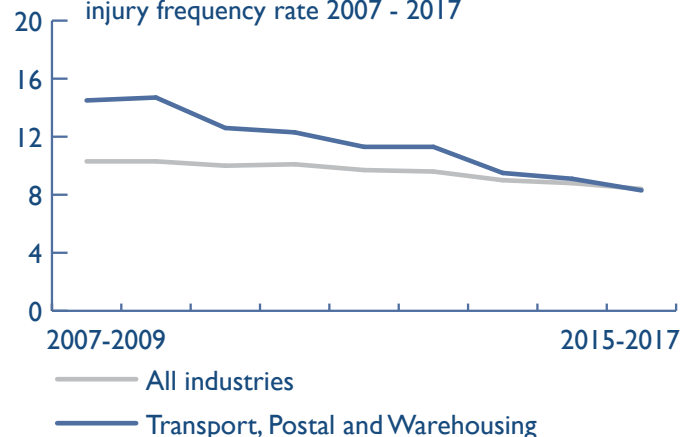
Serious injury counts decreased considerably between 2008 and 2015, then increased slightly to end 2017 with a net reduction of 41% over ten years. Serious injuries for all industries decreased 19% in this same period.

The serious injury frequency rate in 2017 (8.9) was 50% lower than in 2008 (18.0).

Using a three year rolling average frequency rate balances the variations in injury numbers and workforce year to year. TPW has seen a 43% decrease in the rolling average serious injury frequency rate from the beginning of the reporting period (2007-2009) when the rolling average frequency rate was 14.5 serious injuries per million hours worked, to the most recent three years (2015-2017) where the rolling average serious injury frequency rate was 8.3. (see Figure 5)

The rolling average serious frequency rate across all industries has decreased by 18% in the same period from 10.3 to 8.4.

Figure 5. Three year rolling average serious injury frequency rate 2007 - 2017



FATALITIES

TPW accounts for the second highest number of fatalities amongst all industries, reporting 27% of all work related fatalities in the last ten years.

There have been 24 work related fatalities in TPW in the last ten years: 13 workers and 11 bystanders. Of these 24, all except five were the result of vehicle accidents (including three pedestrian deaths).

Statewide there have been 90 work related fatalities in the last ten years (2008-2017).

INJURED WORKER DEMOGRAPHICS

Workers aged in the 55-64 age group had the highest serious injury frequency rate of all age groups, with the likelihood of serious injury increasing steadily as a worker's age increases.

Truck Drivers make up the highest proportion of serious injuries, accounting for 39% of all seriously injured workers, followed by Automobile, Bus and Rail Drivers (16%) and Delivery Drivers (8%).

Over half of all serious injuries occurred in Road Freight Transport, followed by Road Passenger Transport and Water Transport services. However, Water Transport services reported the highest serious injury frequency rate as it is a comparatively smaller group.

55-64 year olds
report the highest serious injury frequency rates

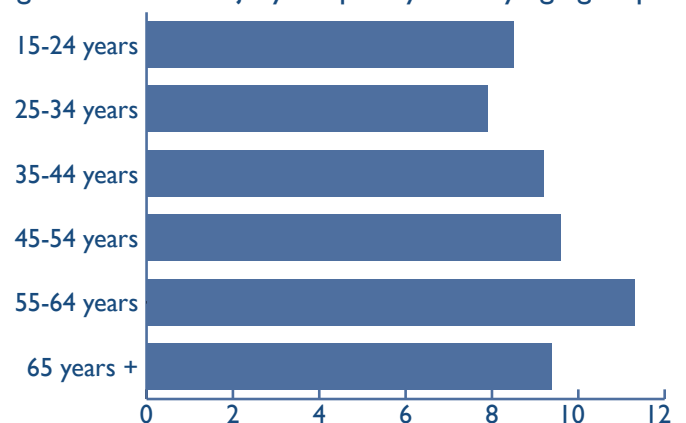


AGE GROUP ANALYSIS

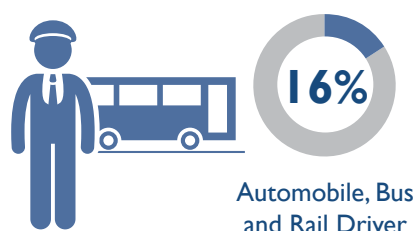
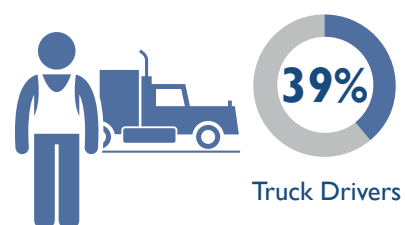
Serious injury frequency rates in TPW rise progressively as worker age increases, particularly for those aged 35 years and above (see Figure 6). The data also suggests that serious injury frequency rates in this industry are highest just before retirement age; that is, age groups up to 64 years.

Workers aged between 25 and 34 years in this industry had the lowest serious injury frequency rates at slightly below eight serious injuries per million hours worked, below the estimated serious injury frequency rate of nine serious injuries per million hours worked for TPW in 2017. TPW shows less variation in serious injury frequency rate between age groups than is evident in other industries.

Figure 6. Serious injury frequency rate by age group



Occupations with the Highest Percentage of Serious Injuries



OCCUPATION ANALYSIS

Truck Drivers reported the highest proportion of serious injuries (39%) followed by Automobile, Bus and Rail Drivers (16%) and Delivery Drivers (8%). These three occupations account for almost two thirds (63%) of all serious injuries in TPW in the ten years to 2017.

TRANSPORT, POSTAL AND WAREHOUSE

INDUSTRY SNAPSHOT 2017

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

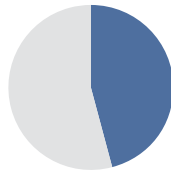


- Postal and Courier Pick-up and Delivery Services
- Water Transport Support Services
- Airport Operations and Other Air Transport Support Services
- Warehousing and Storage Services

THE INJURIES

324

injuries across the industry in 2017



46% of injuries over the last ten years resulted in at least one week off work

9

THE PEOPLE

55-64
year olds

report the highest serious injury frequency rates



THE CAUSES

The most common causes of injury across the industry



Body stressing



Falls, slips and trips



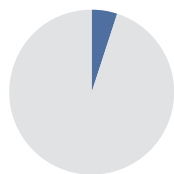
Being hit by moving objects



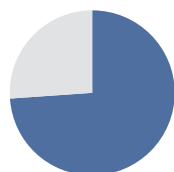
Vehicle incidents and Other



USING



5% of the total
Tasmanian workforce



74% of workers
are employed fulltime

54% of
workers aged 45+



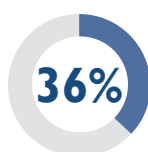
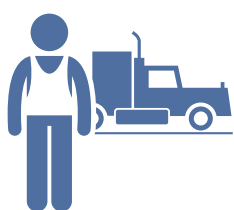
serious injuries per
million hours worked

14% higher than the
state average of **7.9**

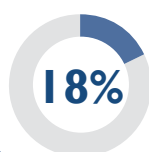


50% lower
serious injury frequency rate in
2017 than ten years ago.
Rate now in line with state
average

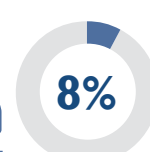
Occupations with the Highest Percentage of Serious Injuries



Truck Drivers



Automobile, Bus
and Rail Driver



Delivery Drivers

ACTION AREAS

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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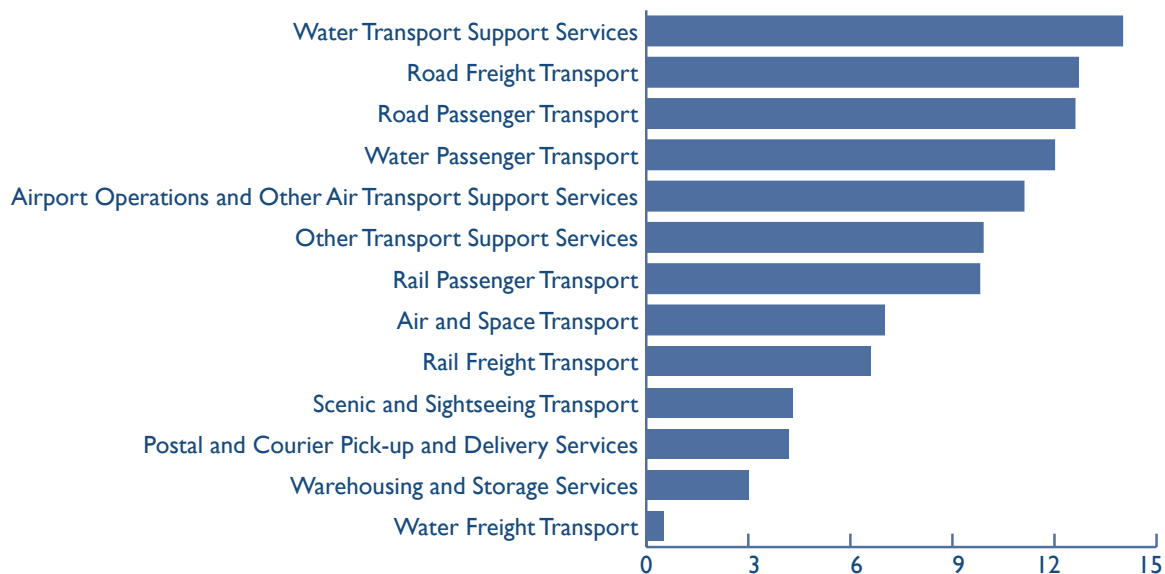
INDUSTRY GROUP ANALYSIS

The Road Freight Transport group accounted for 56% of all serious injuries in TPW 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 to 79% of all serious injuries in this industry.

However, the Water Transport Support Services group is the smallest employer among these three noteworthy injury represented groups. This results in the serious injury frequency rate for Water Transport Support Services workers being disproportionately high at 14 serious injuries per million hours worked. It is the highest for this industry, followed by Road Freight Transport and Road Passenger Transport groups, both at 13 serious injuries per million hours respectively, well above the average for this industry, estimated at nine serious injuries per million hours worked in 2017 (see Figure 7).

* Please note, Pipeline and Other Transport is excluded from this analysis due to an anomalously high serious injury frequency rate in 2017 (174.7) which was the result of only 11 serious injuries but a low count of hours worked.

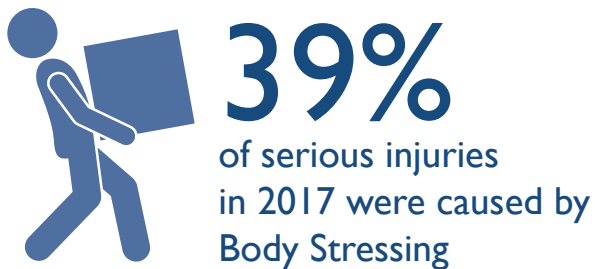
Figure 7. Serious injury frequency rate by industry group



INJURY CAUSES

The most common cause of serious injury in TPW is *Body stressing*, including *Muscular stress while handling objects other than lifting, carrying or putting down*, and *Muscular stress while lifting, carrying or putting down objects*. This is followed by *Falls, trips and slips of a person* (including stepping on objects) and *Being hit by moving objects* (which includes pedestrians being struck by moving vehicles). *Vehicle incidents* are the fourth most common cause of serious injury although numbers vary year to year.

Body stressing and *Being hit by moving objects* have increased as a proportion of serious injuries in recent years. In contrast, *Falls, trips and slips of a person* and *Mental stress* made up a lower proportion of claims in 2017 than in 2014.



MOST COMMON CAUSES OF INJURY

At the broadest level, *Body stressing* is the most common cause of injury in 2017, accounting for approximately 39% of all serious injuries, lower than statewide trends (46%).

The second most common serious injury cause within TPW in 2017 was *Falls, trips and slips of a person* (23% of serious injuries) which is above statewide trends. *Being hit by moving objects* and *Hitting objects with a part of the body* also represent a higher proportion of claims in TPW than across all industries.

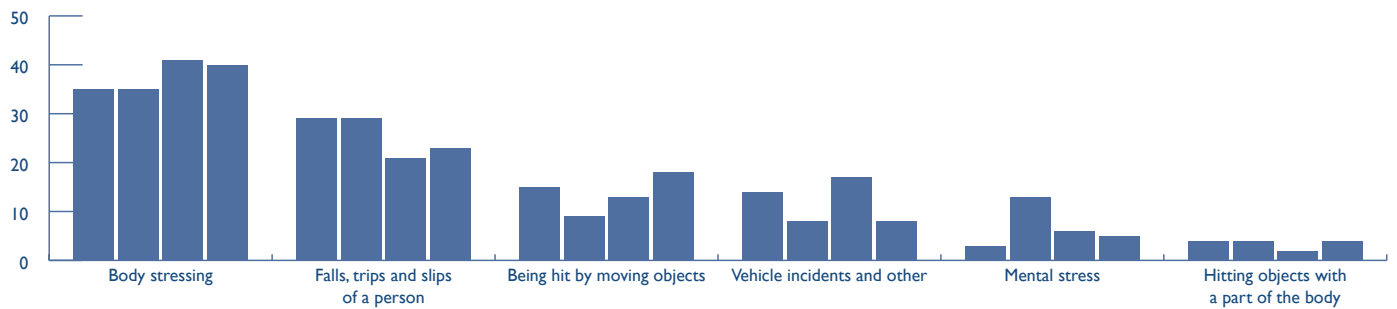
At a serious injury mechanism class level, *Muscular stress while handling objects other than lifting, carrying, or putting down* was the main cause (17%) of serious injuries in TPW followed by *Muscular stress while lifting, carrying, or putting down objects* (16%) and *Falls on the same level* (15%). *Vehicle accidents* was the next most common serious injury mechanism at 8%, followed by *Falls from a height* at 8% as well. These top five injury mechanism classes account for well over half (64%) of all serious injuries in TPW.

TRENDS IN INJURY CAUSE

Body stressing and *Being hit by moving objects* as injury mechanisms have increased as a proportion of all serious injuries in the TPW industry in recent years.

Body stressing is the injury mechanism with the highest proportion of serious injuries (39% in 2017) and has increased approximately 13% since 2014. *Being hit by moving objects* has also increased, by as much as 20% since 2014. *Falls trips and slips of person*, while still the second most common injury mechanism, has reduced as a proportion of serious injuries by as much as 20%: from 29% of all serious injuries in 2014 to 23% of serious injuries in 2017. Similarly, *Mental stress* as an injury mechanism has reduced in this industry since 2015, in contrast to some other industries which exhibit an opposite trend for this particular injury mechanism (see Figure 8 over page).

Figure 8. Trends in Percentage of injuries represented by the most common injury causes 2014 - 2017



TRENDS IN THE MOST COMMON INJURY CAUSES

BODY STRESSING

In recent years, *Muscular stress while handling objects other than lifting, carrying or putting down* has increased as a proportion of all serious *Body stressing* injuries in the TPW industry. This mechanism class increased approximately 12% between 2014 and 2017 as a proportion of serious body stressing injuries. On the other hand *Muscular stress while lifting, carrying or putting down objects* serious injuries decreased as a proportion of all serious *Body stressing* injuries between 2014 and 2017, from 34% of all *Body stressing* injuries in 2014 to 28% in 2017.

FALLS, TRIPS AND SLIPS OF A PERSON

Stepping, kneeling or sitting on objects has increased as a proportion of all serious *Falls, trips and slips of a person* in TPW. Overall, *Falls, trips and slips of a person* serious injuries have reduced for this industry. The most noticeable reduction is from the *Falls from a height* serious injury mechanism class which reduced approximately 8% as a proportion of all serious *Falls, trips and slips* injuries in the last three years.

BEING HIT BY MOVING OBJECTS

Being hit by moving objects has increased as a proportion of all serious injuries in the TPW industry in the last three years. This is accounted by increases in the *Being hit by moving objects* and *Trapped between stationary and moving objects* serious injury classes. *Being hit by moving objects* remains the most common serious injury class for this mechanism in 2017. The proportion has steadily risen since 2015, by as much as 55%, from 25% to 49% of all serious injuries in this mechanism division. *Trapped between stationary and moving objects* serious injuries increased even more, by as much as threefold from 5% of all *Being hit by moving objects* injuries in 2014 to 20% in 2017.

MOST COMMON INJURY CAUSES BY INDUSTRY GROUP

Injury causes are largely consistent between industry groups within Transport, Postal and Warehousing (TPW). The top causes of injury across each group in TPW are displayed in the graphic below.



ROAD FREIGHT TRANSPORT

- Muscular stress while lifting, carrying or putting down objects **18%**
- Muscular stress while handling objects other than lifting, carrying or putting down **17%**
- Falls on the same level **15%**



ROAD PASSENGER TRANSPORT

- Muscular stress while handling objects other than lifting, carrying or putting down **18%**
- Vehicle accident **15%**
- Falls on the same level **12%**



WATER TRANSPORT SUPPORT SERVICES

- Muscular stress while handling objects other than lifting, carrying or putting down **22%**
- Falls on the same level **15%**
- Muscular stress while lifting, carrying, or putting down objects **7%**



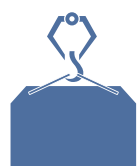
POSTAL AND COURIER PICK-UP AND DELIVERY SERVICES

- Muscular stress while lifting, carrying or putting down objects **31%**
- Falls on the same level **13%**
- Being hit by falling objects **8%**
- Muscular stress while handling objects other than lifting, carrying or putting down **8%**



AIR AND SPACE TRANSPORT

- Muscular stress while handling objects other than lifting, carrying or putting down **32%**
- Repetitive movement, low muscle loading **14%**
- Muscular stress while lifting, carrying or putting down objects **9%**



AIRPORT OPERATIONS AND OTHER AIR TRANSPORT SUPPORT SERVICES

- Muscular stress while lifting, carrying or putting down objects **27%**
- Falls on the same level **17%**
- Muscular stress with no objects being handle **13%**



OTHER TRANSPORT SERVICES

- Muscular stress while lifting, carrying or putting down objects **16%**
- Being hit by moving objects **14%**
- Muscular stress while handling objects other than lifting, carrying or putting down **12%**



WATER PASSENGER TRANSPORT

- Falls on the same level **26%**
- Muscular stress while handling objects other than lifting, carrying or putting down **14%**
- Trapped between stationary and moving object **11%**



PIPELINE AND OTHER TRANSPORT

- Vehicle accident **29%**
- Falls on the same level **12%**
- Being hit by an animal **12%**
- Hitting stationary objects **12%**

ACTION AREAS

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 a component of one of the identified priority industries Transport, Postal and Warehousing (TPW) workplaces should expect 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.



HAZARDOUS MANUAL TASKS



SLIPS, TRIPS AND FALLS



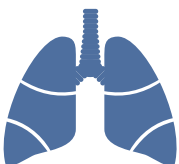
SAFE MOVEMENT OF VEHICLES AND PLANT



MENTAL HEALTH CONDITIONS



MUSCULOSKELETAL DISORDERS



ASBESTOS RELATED DISEASES

Prepared by:
WorkSafe Tasmania

Further information regarding this report can be obtained from:

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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 (TPW) group in Tasmania. The aim is to identify and focus on emerging or existing WHS issues, for evaluation and action. It compares most current TPW 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 23 May 2018. The latest Safe Work Australia data was at end 2016. ABS data, where applicable, is the most recent available from its website.

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

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