



# Occupational Health Factsheet 2018-19

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## Background

This factsheet contains information on cases of occupational disease reported to ORR under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) between 2010-11 and 2018-19. [Guidance on RIDDOR](#) is available.

This factsheet also includes industry data on incidents of manual handling and shock/trauma between 2012-13 and 2018-19. There is further information on [Occupational Health within the rail industry](#).

The data is published every year on ORR's [data portal](#).

## Definitions

**Hand-arm vibration syndrome (HAVS):** work involves regular use of percussive or vibrating tools, or the holding of materials which are subject to percussive processes, or processes causing vibration.

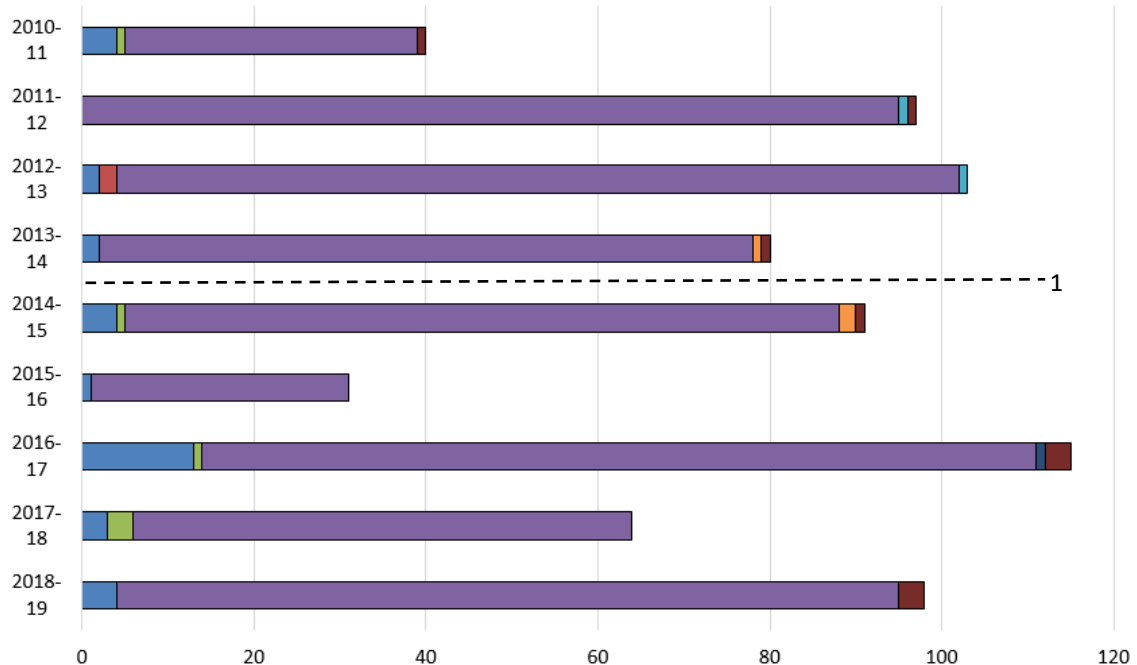
**Carpal Tunnel Syndrome:** work involves regular use of percussive (repeated impact) or vibrating tools.

**Tendonitis or tenosynovitis in the hand or forearm:** work is physically demanding and involves frequent, repetitive movements.

**Dermatitis:** work involves significant or regular exposure to a known skin sensitizer or irritant.

There is more information on all the [different disease cases reported to ORR under RIDDOR](#).

## Disease cases reported to ORR under RIDDOR from across Britain's railways between 2010-11 and 2018-19 (Table 5.12):



Source: Rail Safety and Standards Board (RSSB) and ORR

1 Between 2013-14 and 2014-15, there is a series break due to changes in the reporting requirements under RIDDOR.

- Carpal tunnel syndrome
- Crimp in the hand or forearm due to repetitive movements
- Dermatitis
- Hand arm vibration syndrome (HAVS)
- Infectious disease due to biological agents
- Occupational asthma
- Occupational cancers
- Tendonitis or tenosynovitis in hand or forearm



There has been a **56.9%** increase in reported cases of HAVS between 2017-18 and 2018-19.

To recognise the increasing role that administrative data plays in the production of official statistics, the Office for Statistics Regulation has introduced a Standard to clarify their expectations for what producers of official statistics should do to assure themselves of the quality of the data they use to compile statistics.

Following the switchover in reporting systems for the mainline railway, ORR and RSSB have recently completed their first Quality Assurance of Administrative Data (QAAD) assessment on RSSB's Safety Management Intelligence System (SMIS). The outcome of this assessment will be published in due course. There is more information on [QAAD](#).

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## Definitions

### Manual handling:

Physical injuries from moving of items either by lifting, lowering, carrying, pushing or pulling. They are part of a wider group of musculoskeletal disorders (MSDs), which covers any injury, damage or disorder of the joints or other tissues in the upper/lower limbs or the back.

### Shock/trauma:

Shock or traumatic stress affecting any person who has been involved in, or has been a witness to, an event, and not suffered any physical injury. Shock/trauma cases are **not** RIDDOR reportable.

### TOCs:

Passenger train operating companies

### LUL:

London Underground Ltd

### NR contractors:

Network Rail contractors

### FOCs:

Freight operating companies

### Other contractors:

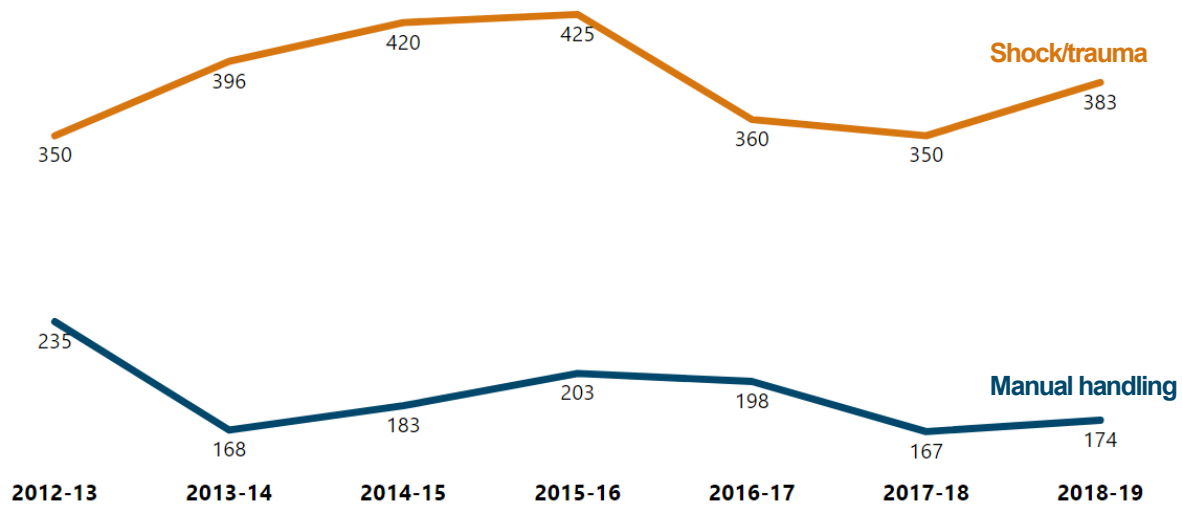
Contractors working for duty holders other than Network Rail

### RSSB's Safety

Management Intelligence System (SMIS) records safety related incidents that occur on the mainline rail network.

LUL's Information Exchange (IE2) database as well as the ORR's online web form perform similar functions for London Underground and non-mainline operators respectively.

## Trends in manual handling and shock/trauma incidents resulting in lost time between 2012-13 and 2018-19 (Table 5.13):



Source: RSSB\* and LUL

\*The system for reporting manual handling and shock/trauma incidents was changed in 2017.



Manual handling incidents resulting in lost time increased by **4.2%** in 2018-19, driven by increases in reports for LUL and NR contractors.



Shock/trauma incidents resulting in lost time increased by **9.4%** compared to 2017-18.

## Manual handling incidents resulting in lost time between 2012-13 and 2018-19 for each category of dutyholder:



Source: RSSB and LUL



Network Rail still accounts for over a third of all lost time manual handling reports though the number of incidents has remained stable over the last three years.

**Other sources:** For information on manual handling and shock/trauma incidents resulting in no lost time for all operators, see **Table 5.14**

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