SAFESTART

SAFETY IN MOTION:

Freight & Logistics in Europe



Supply chains never stop.
Millions of logistics workers keep goods moving 24/7, often around heavy loads, moving equipment and constant time pressure.

Millions of Employees Across Europe [1,2]

- **Germany** 2.29 M
- **UK** 1.84 M
- **France** 1.49 M
- **Italy** 1.17 M
- **Spain** 944K
- **Poland** 912K

Workplace Accidents in EU Freight & Logistics [3]

380,000+
Non-fatal accidents reported annually.

~541
Fatal workplace accidents → Equivalent to **16.4% of the total,** considering all sectors.

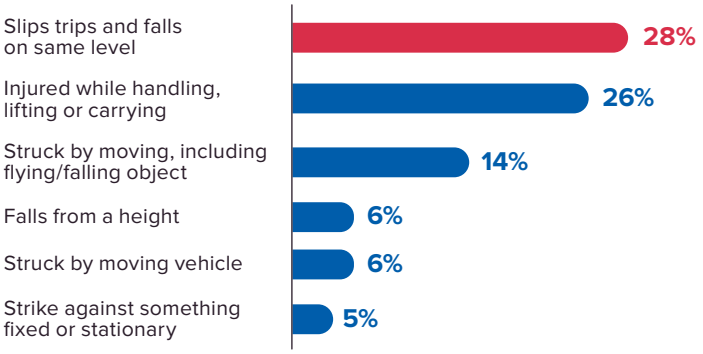
The Scale of Risk

1 in 6 **WORKPLACE FATALITIES** occur in Transportation and Storage. [3]

2.2x
HIGHER FATAL INJURY RATE in Transportation and Storage, **compared to all-industry average.** [4]

35%
of **FATAL WORKPLACE ACCIDENTS IN EUROPE** involve driving or operating transport and material-handling equipment. [5]

Non-fatal work-related injuries resulting in incapacitation of a worker (for over seven days, caused by accident in Transportation and Storage): [4]



Non-fatal accidents per 100,000 workers (2023): [5]

- **4,524** Spain
- **3,395** France
- **2,594** Germany
- **2,540** Italy
- **2,430** UK [4]
- **1,037** Poland

Transportation and Storage, Annual average 2022/23–2024/25. HSE/LFS (does not include NI). [4]

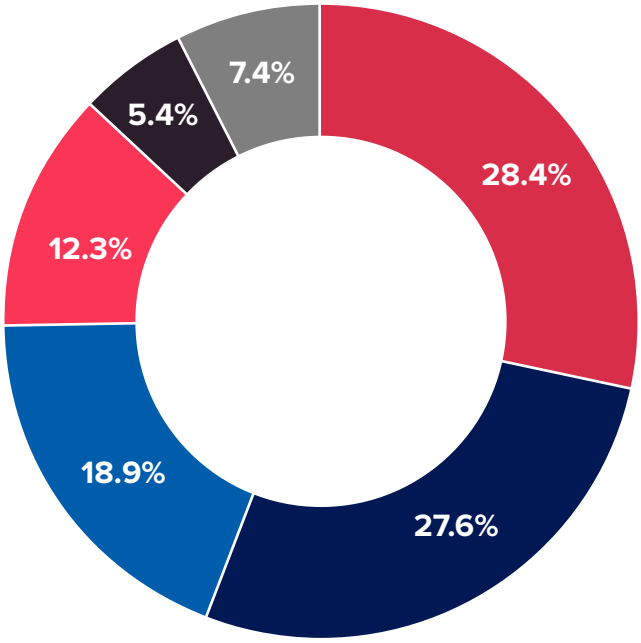
Behind the numbers are different types of exposure.

From driving and loading to picking, lifting and vehicle movements, risk can surface throughout the logistics journey.

Where Freight & Logistics Risks Surface

RISK IS NOT CONFINED TO THE ROAD OR FORKLIFTS.
Across transport and warehousing, workers are exposed while performing many actions like driving, lifting, loading, unloading, picking and working around moving equipment.

Most Common Types of Injuries in Logistics
(share of total accidents):



Percentages calculated based on the Eurostat database. [6]

WOUNDS AND SUPERFICIAL INJURIES
Cuts, lacerations, grazes, bites, and superficial puncture during cargo handling or equipment maintenance.

DISLOCATIONS, SPRAINS AND STRAINS
Musculoskeletal injuries from manual handling, overexertion, or twisted ankles/knees on vehicle steps.

CONCUSSION AND INTERNAL INJURIES
Head or torso impacts from falling cargo or heavy warehouse machinery crashes.

BONE FRACTURES
Crushed limbs, broken bones from falls from loading docks, tail lifts, or cabin steps.

MULTIPLE INJURIES
Complex traumas (within transport, e.g., highway collisions).

OTHERS
Burns, scalds, and frostbite (2%) / Poisonings and infections (1%) / Unknown types of injury (4%).

Everyday logistics activities can expose workers to serious risks, even during **familiar, routine operations.**

When Handling Goes Wrong [7]



Chemical pallet overturned in logistics warehouse

During a handling operation, a 700 kg pallet of hydrochloric acid containers overturned from a height of 4 meters.

120 *evacuated*
10 *affected*
3 *hospitalised*



1 in 4
workplace transport accidents involve lift trucks. [8]

Visible risks are only part of the picture.
Incidents show us where risks become consequences. Preventing them also means looking at what happens before the critical moment, including the working conditions and human factors that influence performance.

Understanding the Conditions Behind Risk

60%

of European truck drivers surveyed said they regularly **DROVE WHILE FATIGUED.** [9]

30%

had **FALLEN ASLEEP WHILE DRIVING** in the previous 12 months. [10]

26%

had **ALMOST BEEN IN A COLLISION** because of fatigue. [11]

Fatigue & Performance

17 hours awake can impair cognitive performance similarly to alcohol [12]

Highest error probability occurs between [13]

2am – 5am

Rotating shifts, fatigue & delivery pressure increase exposure to

critical errors



How Working Conditions Can Shape Risk

WORKING CONDITIONS

- Tight deadlines
- Long hours
- Shift work
- Repetitive tasks
- High workload

HUMAN STATE

- Rushing
- Fatigue
- Frustration
- Complacency

WHAT CAN CHANGE

- Attention
- Decisions
- Reactions
- Risk perception
- Poor habits

CRITICAL ERROR

- Missed check
- Blind spot
- Line-of-fire
- Loss of balance, traction or grip
- Eyes/Mind not on task
- Distraction

VISIBLE OUTCOME

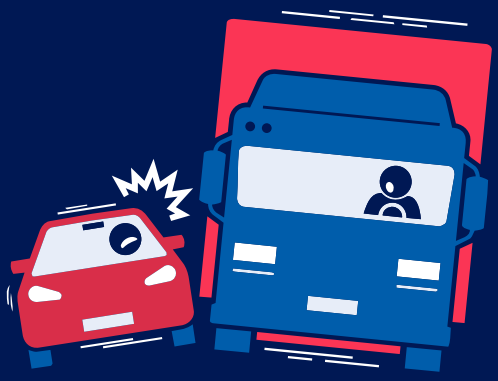
- Collision
- Injury
- Damaged goods, equipment vehicle, property
- Spill
- Downtime

These conditions don't automatically cause incidents,

but they can influence human performance and increase the likelihood of critical errors.

Going Beyond the Human Error Label

85% of truck accidents studied across Europe had **HUMAN ERROR** by a road user identified **AS THE MAIN CAUSE.** [14]

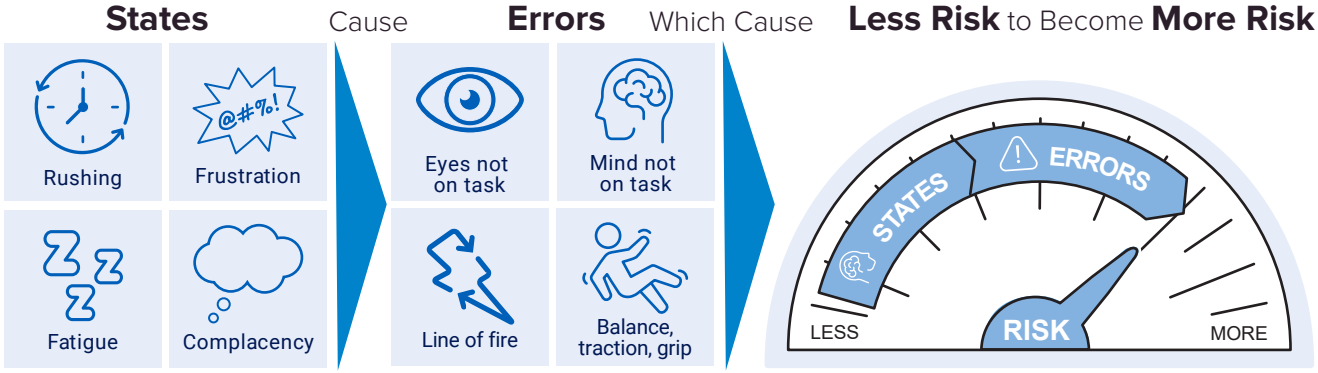


But identifying human error only tells us what happened.

Preventing the next incident means understanding what influenced the error in the first place.

Human Factors Help Address Critical Errors

Controls, procedures and training are essential. But human states can still influence performance and **increase the potential for critical errors.**



From Awareness to Safer Habits

- Reduce critical errors
- Reduce exposure to risk
- Build safer habits



SAFESTART® helps people recognise **rushing, frustration, fatigue and complacency,** respond before these states lead **to critical errors,** and **builds safer habits over time.**

Schedule a presentation

global.safestart.com

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Sources:

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