

2020

Port Industry Accident Statistics

**Collated by Customised Mapping Ltd for
Port Skills and Safety**

MAIN REPORT

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Key

- ▲ XX% = Increase vs previous year with % change, usually means a less good performance
- ▼ XX%. = Decrease vs previous year with % change, usually means a better performance
- = Comparison not appropriate

RIDDOR⁹⁵_{+3D}

Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR¹³_{+7D}

Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days

1

All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

2020 Findings Summary

Core Data

	Total	Fatality	Specified	+7 day	4 to 7	1 to 3	Modified
Injuries 2020	197	2	17	95	29	52	2
Compared with 2019	▼ 37%		▼ 59%	▼ 18%	▼ 47%	▼ 41%	▼ 33%_

Main Findings	Change	Figure
<ul style="list-style-type: none"> Data coverage: estimated 85% of PSS member workforce. 14780 direct employees and 1649 indirectly employed (2019: 15599 direct employees/ 1974 indirect employees) 	▼ 6.5%	1
<ul style="list-style-type: none"> Responses from 46 member companies covering approx. 123 ports/operations (58 members and 168 ports in 2018) 	▼ 21%	—
<ul style="list-style-type: none"> 2 fatalities within or adjacent to ports brought to PSS attention and all are included here for information. 1 was identified as direct employees of a PSS member. 		2
<ul style="list-style-type: none"> 124 Over-3-Day injuries (exc. specified injuries) (171 in 2019; 177 in 2018; 206 in 2017; 258 in 2016; 245 in 2015) 	▼ 27%.	2
<ul style="list-style-type: none"> Zero Industrial Disease cases reported (0 in 2019; 0 in 2018; 1 in 2017; 1 in 2016; 2 in 2015) 	—	28
<ul style="list-style-type: none"> Zero Cases of workplace stress reported (0 in 2019; 3 in 2018; 1 in 2017; 4 in 2016) 	—	28
<ul style="list-style-type: none"> Accident Incidence Rate per 100 members of workforce = 0.88¹ (1.27 in 2019; 1.33 in 2018; 1.44 in 2017; 1.77 in 2016; 1.65 in 2015) 	▼ 31%.	2
<ul style="list-style-type: none"> Accident Incidence Rate per 100 direct employees = 0.87 (1.19 in 2018; 1.25 in 2018; 1.32 in 2017; 1.22 in 2016; 1.34 in 2015) 	▼ 27%.	2
<ul style="list-style-type: none"> 24 organisations declared zero Lost Time Injuries in 2020 (24 in 2018; 28 in 2018; 22 in 2017). 	—	—
<ul style="list-style-type: none"> 11.2% of the reported workforce, worked in companies with zero LTI (9.0% - 2019; 18.2% - 2018; 12.7% - 2017) 	▲ 2.2%	—
<ul style="list-style-type: none"> Lost Time Injury Frequency Rate for Direct Employees 6.4 (8.10 in 2019; 8.80 in 2018; 9.40 in 2017; 9.13 in 2016; 9.12 in 2015) 	▼ 21%	11
<ul style="list-style-type: none"> 15 Lost Time Injuries reported to indirectly employed persons and 3rd parties (51 in 2019; 48 in 2018; 63 in 2017; 79 in 2016; 71 in 2015) 	▼ 68%	12

¹ Based on RIDDOR-1995 criteria to allow for continuity of reporting across 20 years of data. Current RIDDOR-2013 also reported in main report

Main Findings	Change	Figure
<ul style="list-style-type: none"> Lost Time Injury Rate per million hours worked by Operation Type: <ul style="list-style-type: none"> Container Operations produced the highest lost time frequency rates 9.4% (12.3 in 2019; 16.6 in 2018; 15.3 in 2017; 16.8 in 2016) 	▼ 2.9%	13
<ul style="list-style-type: none"> <ul style="list-style-type: none"> RoRo 7.8% (10.7 in 2019; 13.1 in 2018; 15.8 in 2017; 18.6 in 2016; 15.8 in 2015) 	▼ 2.9%	13
<ul style="list-style-type: none"> Top 4 accident locations for LTI in 2020: <ul style="list-style-type: none"> Berth/Quay including open storage and on cargo equipment: 34% (43% in 2019; 52% in 2018; 47% in 2017; 50% in 2016) 	▼ 9%	17
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Ship: 28% (22% in 2019; 18% in 2018; 18% in 2017; 22% in 2016) 	▲ 6%	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Roadways 15% (9% in 2019; 11% in 2018; 13% in 2017; 8% in 2016) 	▲ 6%	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Shed/Warehouse: 6% 	—	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Other (non-specified) Locations: 10% (aggregate figure) (14% 2019; 6% 2018; 7% in 2017; 5% in 2016) 	—	
<ul style="list-style-type: none"> Container ships remain the most likely vessels on which to have an accident (as in previous years) 	—	18
<ul style="list-style-type: none"> Top 4 accident categories for LTIs were: 	—	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Slips Trips and Falls on same level 31% (26% in 2019; 26.8% in 2018; 28.5% in 2017) 	▲ 5%	24
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Hit by a Moving, Flying, Falling Object 20% (11% in 2019; 15% in 2018; 21% in 2017; 13.9% in 2016) 	▲ 9%	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Driving Related incidents 17% (20% in 2019; 17.9% in 2018; 15.7% in 2017; 13.9% in 2016) 	▼ 3%	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Lifting, Carrying and Handling 14% (17% in 2019; 15.9% in 2018; 10.7% in 2017; 14.6% in 2016) 	▼ 3%	
<ul style="list-style-type: none"> Days Lost 		
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Total Lost days (all categories of accident): 3025 	▼ 38%	25
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Most days lost for a single accident category was due to Slips, Trips and Falls: 1110 	▼ 10%	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> Average days lost (all categories of accident): 19.6 	▲ 3%	

Fatalities

In 2018 there were five fatalities reported to PSS but in each instance, these were for information and were not activities controlled by PSS members. None of these were considered to be directly port operations related by those who passed the information to us.

In 2019 there were 8 work-related fatalities brought to the attention of PSS. These occurred across port operations, non-port operations within port areas and port-adjacent activities.

At the time of reporting, none of the fatalities in 2019 have entirely closed out all of the potential associated legal processes. Some fall under statutory regimes outside of the UK. It is not appropriate therefore to attempt to identify the duty holders in this report. It can be stated that two of the casualties were direct employees of reporting members.

There were two fatalities reported in 2020 across port operations, non-port operations within port areas and port-adjacent activities. At the time of reporting, neither of the fatalities in 2020 have entirely closed out all of the potential associated legal processes. It can be stated that one of the casualties was a direct employee of a reporting member.

We have chosen to include all the fatalities that we are aware of in the report and subsequent tables for transparency, because of the severity of the outcome and with the essential aim of providing learning to prevent recurrence.

We accept, and the reader should be aware, that the inclusion of all fatalities creates an over-reporting of the total lost time injury position and that some figures might change in subsequent reports.

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Appendix 1 – 2020 Reported Injuries



Figure 1: Injuries Reported for 2020

	2019	2020	% change 19/20
Employees	17573	16429	▼ -7
Fatal	8	2	▼ 75
Specified	41	17	▼ 59
+7 day	116	95	▼ 18
4-7 day	55	29	▼ 47
1-3 day	88	52	▼ 41
Modified Work Cases	3	2	▼ 33
Total Injuries	311	197	▼ 37
Total Injury Rate (1 or more days lost)	1.77	1.19	▼ 33
Total +3day and above Reportable	223	145	▼ 36
Reportable Incidence per 100 employees	1.27	0.88	▼ 30

By convention, the UK Port Industry reportable injury rate since 2000 has been calculated as:

total number of workplace injuries where the casualty was unable to return to normal duties for over three days, per one hundred of the total employee population

In 2020 this figure is

0.88

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+3D

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Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Appendix 2 - Annual Incidence Rate (+3day)

- Incidence rate = 0.88 per 100 workforce 30.8% lower than 2019
- Specified injuries = 17 58.5% lower than 2019
- Over-3-Day injuries = 124 28.8% lower than 2019
- Direct employees only = 131 reportable accidents 90.3% of reportable accidents

RIDDOR⁹⁵
+3D

Direct

ALL

Figure 2: Incidence rates by year and type 2017 to 2020

	ALL					Direct				
	2017	2018	2019	2020	% change 19/20	2017	2018	2019	2020	% change 19/20
Employees	17187	16315	17573	16430	▼ 6.5	14794	14650	15599	14780	▼ 5.3- ---
Fatal	1	5	8	2	----	0	0	2	1	----
Specified	41	35	41	17	▼ 58.5	20	25	24	15	▼ 37.5
Over-3-day	206	177	171	124	▼ 27.5	177	157	155	114	▼ 26.5
Modified Work Cases	N/A	N/A	3	2	▼ 33.3	N/A	N/A	3	2	▼ 33.3
Total Reportable	248	217	223	145	▼ 35.0	197	182	184	131	▼ 28.8
Incidence per 100 employees	1.44	1.33	1.27	0.88	▼ 30.5	1.33	1.24	1.19	0.89	▼ 25.5

Modified Work Cases added in 2019

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injury to Directly
employed persons only

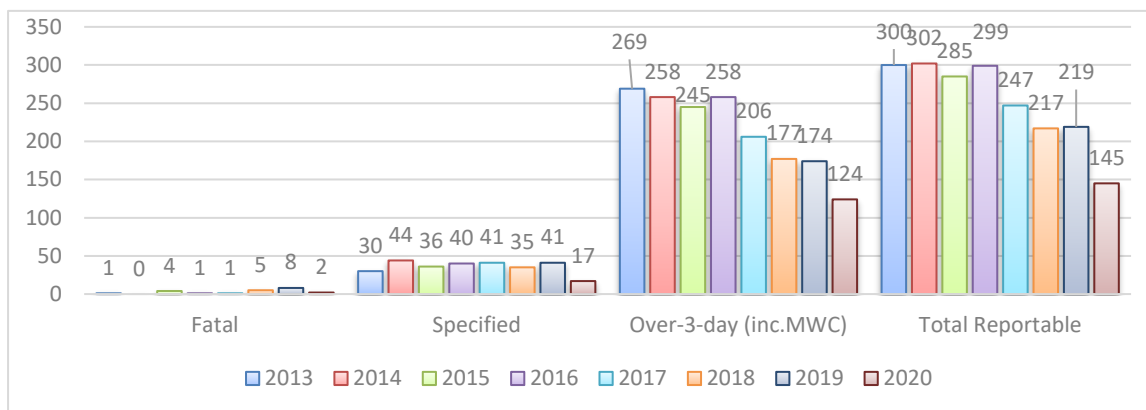


injury to Indirectly
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Permanent Employees



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RIDDOR
+3D

Figure 3: Graph of reportable incidents in 2013 to 2020 (+3day)


Modified Work Cases included in Over-3-day

RIDDOR
+3D

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 over 3 days

RIDDOR
+7D

 Reportable under RIDDOR 2013
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 members of public etc.

Appendix 2 – Annual Incidence Rate (+7day)

- Incident rate = 0.69 per 100 workforce 0.97 in 2019
- Specified injuries = 17 41 in 2019
- Over-7-Day injuries = 95 (inc. 2 MWC) 119 in 2019


Figure 4: Incidence rates by year and type (+7day)

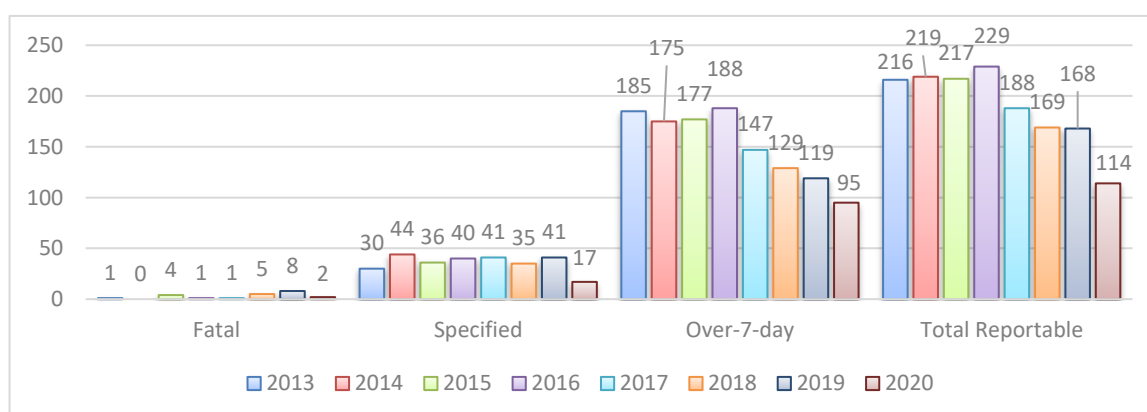
RIDDOR ¹³
+7D 

	2014	2015	2016	2017	2018	2019	2020	% change 2019/20
Workforce	17283	17255	16907	17187	16315	17243	16430	
Fatal	0	4	1	1	5	8	2	
Specified	44	36	40	41	35	41	17	▼ 58.5
Over-7-day ^(*1)	175	177	188	147	129	119	95	▼ 20.2
Total Reportable	219	217	229	189	169	168	114	▼ 32.1
Incidence per 100 workforce members	1.27	1.25	1.35	1.10	1.03	0.97	0.69	▼ 28.8

*1 – Includes 2 modified work cases where return to normal duties was greater than 7 days

Figure 5: +7day reportable incidents 2013 to 2020

RIDDOR ¹³
+7D 



RIDDOR ⁹⁵
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Appendix 3 – Reportable injury rate by Employment Type (+7day)

RIDDOR ¹³
+7D

 Direct

 Indirect

 3rd Party

Figure 6: Reportable Injury rates by employment type


	Direct				Indirect				Third Parties			
	2017	2018	2019	2020	2017	2018	2019	2020	2017	2018	2019	2020
Total no of employees covered	14794	14650	15599	14780	2393	1665	1974	1649	----	---	---	---
Total Hours Worked (millions)	27.5	29.3	31.0	27.7	----	----	----	----	----	---	---	---
Fatalities			2	1			1	0	1	5	5	1
Major/ specified injuries	20	25	26	15	13	8	9	1	8	2	6	1
Over-7-day injuries	122	111	107	85	22	16	8	8	3	2	4	2
Total	142	136	135	101	35	24	18	9	12	9	15	4
Reportable Incidence Rate per 100 employees	0.96	0.93 ▼ 3%	0.87 ▼ 7%	0.68 ▼ 21%	----	----	----	----	----	----	----	----

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Appendix 4 – Organisations with zero Lost Time Injuries

24 organisations declared zero Lost Time Injuries in 2020 (24 in 2019; 28 in 2018; 22 in 2017). The percentage of the workforce working in companies with zero LTI was 11.2% (9.0% - 2019; 18.2% - 2018; 12.7% - 2017)

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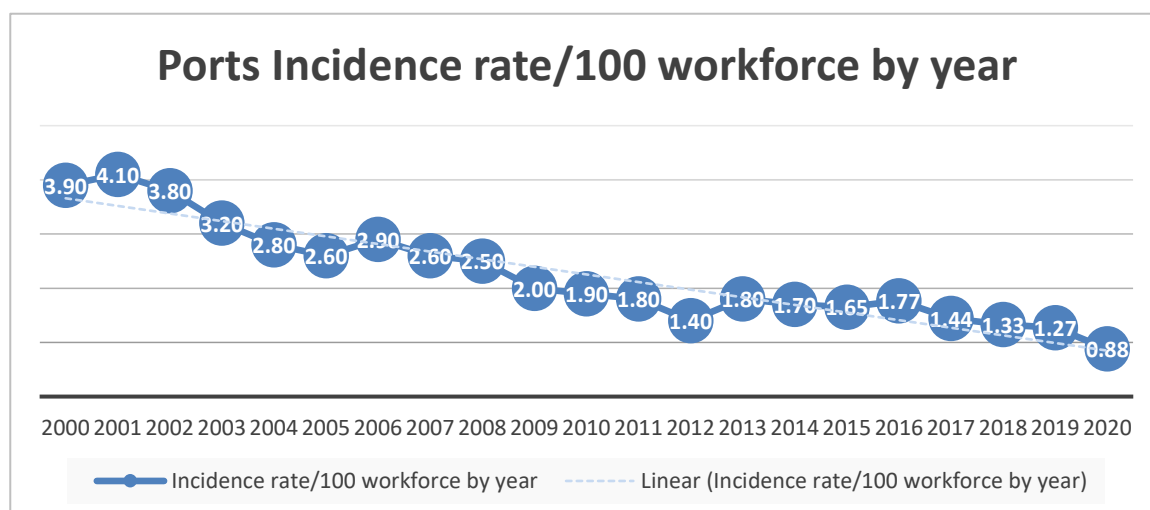
Appendix 5 - Long Term Trends (+3day)

It is reasonable to compare incident rates through from 2000 to 2020 because of the relatively similar collection process employed by PSS throughout the period. The Accident Incidence Rate per 100 employees has fallen by 66% over the last 16 years, going from 3.9 to 1.32

Figure 7: Incidence Rate (per 100 workforce members) by year RIDDOR⁹⁵
+3D 


Incidence rate	2000	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	% Change 2000-2020
Fatal and Major	0.3	0.2	0.1	0.19	0.25	0.23	0.24	0.24	0.25	0.28	0.12	▼ 61
Over-3-Day	3.6	1.6	1.3	1.6	1.5	1.42	1.53	1.2	1.08	0.97	0.75	▼ 79
Overall	3.9	1.8	1.4	1.8	1.7	1.65	1.77	1.44	1.33	1.27	0.88	▼ 77

Figure 8: Incident Rate (per 100 workforce) by year RIDDOR⁹⁵
+3D 



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Figure 9: Incidence by year and type

RIDDOR⁹⁵
+3D 

Incidence rate	2000	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	% change 2000 to 2020
Fatal	3	1	2	1	0	4	1	1	5	8	2	-----
Major	38	33	17	30	44	36	40	41	35	41	17	▼ 55
Over-3-Day	557	283	228	269	258	245	256	206	177	171	124	▼ 78
Modified Work	-----	-----	-----	-----	-----	-----	-----	-----	-----	3	2	----
Overall	598	317	247	300	302	285	297	248	217	223	145	▼ 76


RIDDOR⁹⁵
+3D 

Figure 10: Incidence of Reportable Accidents 1993 – 2020

Year	Incidence Rate	Workforce	No of Accidents
1993	4.2	13283	553
1994	4.2	12234	508
1995	3.6	13339	474
1996	3.7	12425	456
1997	3.8	15529	591
1998	4.2	16078	671
1999	4.4	15444	678
2000	3.9	15375	598
2001	4.1	16469	679
2002	3.8	15140	569
2003	3.2	16709	540

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Year	Incidence Rate	Workforce	No of Accidents
2004	2.8	18855	522
2005	2.6	17744	463
2006	2.9	16003	459
2007	2.6	16614	434
2008	2.5	17775	451
2009	2.0	18,994	369
2010	1.9	19508	375
2011	1.8	18066	317
2012	1.4	17526	247
2013	1.8	16717	300
2014	1.75	17283	300
2015	1.65	17255	285
2016	1.77	16907	299
2017	1.44	17187	248
2018	1.33	16315	217
2019	1.27	17573	223
2020	0.88	16430	145

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Appendix 6 - Lost Time Injury Frequency

The HSE identify two formulas for injury rates: *incidence* and *frequency*.

An **INCIDENCE** rate gives injuries per set number of employees, normally 100,000.
In our case we use 'per 100 employees' because of the relatively small population size.


A **FREQUENCY** rate gives injuries per million hours worked.
This is a common figure used for benchmarking across industries.

Lost Time Injury **FREQUENCY** rate per million hours worked

$$\frac{\text{Number of reportable injuries per year}}{\text{Hours worked during year}} \times 1,000,000$$

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Figure 11: Lost Time Injury Frequency Rate for Direct Employees

(not all members could supply details of LTI less than 4 days, their data is excluded from this table)

All LTI (one day or more lost)	Direct Employees					
	2015	2016	2017	2018	2019	2020
Total no of employees covered	16730	14271	14273	14650	15559	14780
Total Hours Worked (million)	32.8	33.3	27.5	29.3	31.1	27.7
Major/specified injuries	18	23	20	24	24 ^{*1}	15
Over 7-day injuries	141	149	122	111	104	85
Over 3 but less than 8-day injuries	58	61	55	46	51	29
Other Lost Time Injuries (1 day +)	82	57	61	76	74	49
Total Lost Time Injuries	299	290	258	257	253	178
Lost Time Injury Frequency Rate	9.1	8.7	9.4	8.8	8.1	6.4
	▼ 12%	▼ 4%	▲ 8%	▼ 7%	▼ 7%	▼ 21%

To be consistent with convention for reporting LTIFR, fatalities are not included in the above table.

*1 This excludes 2 reported incidents that met the RIDDOR reporting threshold for Specified Injuries, but did not lead to any time off work and were therefore strictly not lost time injuries. For clarity, the 2 Specified Injuries are included in tables 1 to 9 wherever Specified Injuries are present. The total number of Specified Injuries reported by members was 26.

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visitors, suppliers,
members of public etc.



Figure 12: Lost Time Injuries - other employment types

All LTI (one day or more lost)	Indirectly Employed					3rd Party				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Total no of employees covered	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total Hours Worked (million)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Major/specified injuries	16	13	7	9	1	1	7	3	6	1
Over 7-day injuries	39	22	16	8	8	0	3	2	4	2
Over 3 but less than 8-day injuries	9	4	2	4		0	0	0	0	0
Other LTI (1 day +)	12	6	7	11	2	2	4	6	3	1
Total Lost Time Injuries (exc. Fatalities)	76	45	32	32	11	3	15	11	13	4
Lost Time Injury Frequency Rate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

To be consistent with convention for reporting LTIFR, fatalities are not included in the above table.

RIDDOR⁹⁵_{+3D} Reportable under RIDDOR 1995 i.e. Fatal, Major and absences over 3 days

RIDDOR¹³_{+7D} Reportable under RIDDOR 2013 i.e. Fatal, Specified and absences over 7 days

LTI¹ All lost time injuries including Fatal, Specified and any absence of 1 day or over



Combined injuries to all persons: direct, indirect and 3rd parties



injury to Directly employed persons only



injury to Indirectly employed/ Non-Permanent Employees



Injury to 3rd parties, visitors, suppliers, members of public etc.

Figure 13: LTI Frequency Rate by operation – Container, RoRo Sto/Ro

	Containers					Ro/Ro Sto/Ro				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Hrs worked (million)	8.6	7.7	8.4	9.7	9.4	1.8	1.6	1.2	1.7	1.0
Specified	8	5	5	9	5	4	12	0	0	2
+7 day	74	65	63	63	46	12	3	6	5	3
4-7 day	37	27	21	22	20	5	5	3	7	0
1-3 day	25	22	35	25	17	13	7	7	5	3
Total LTI	144	119	124	119	88	34	25	16	17	8
LTI Frequency Rate	16.8	15.3	16.6	12.3 ▼ 26%	9.4 ▼ 24%	18.6	15.8	13.1	10.7 ▼ 18%	7.8 ▼ 27%

RIDDOR⁹⁵_{+3D} Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR¹³_{+7D} Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days

1 All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Figure 14: LTI Frequency Rate by operation – Ferry/Cruise/Passenger, Handling

	Ferry/Cruise /Passenger					Handling Services				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Hrs worked (million)	5.9	4.7	4.9	4.1	3.6	0.8	0.5	n/a	n/a	n/a
Specified	2	0	4	2	2	0	0	n/a	n/a	n/a
+7 day	13	3	10	1	2	3	3	n/a	n/a	n/a
4-7 day	3	0	0	3	1	2	0	n/a	n/a	n/a
1-3 day	1	8	0	3	3	5	6	n/a	n/a	n/a
Total LTI	19	11	14	9	8	10	9	n/a	n/a	n/a
LTI Frequency Rate	3.3	2.3	2.8	2.18 ▼ 23%	2.2 ▲ 2%	13.1	16.6	n/a	n/a	n/a

RIDDOR⁹⁵_{+3D} Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR¹³_{+7D} Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days

1 All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.


Figure 15: LTI Frequency Rate by operation – Conservancy, Other

	Conservancy/Pilotage					Other				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Hrs worked (million)	1.8	1.8	1.8	1.8	1.3	14.7	11.1	12.9	13.4	12.7
Specified	0	0	1	3	0	9	12	14	10	6
+7 day	4	5	5	0	0	47	36	27	35	34
4-7 day	2	4	1	1	0	14	17	21	18	8
1-3 day	6	3	2	1	0	13	17	32	40	25
Total LTI	12	12	9	5	0	83	82	94	103	73
LTI Frequency Rate	6.7	6.7	5.0	2.7 ▼ 46%	0 ▼ 100%	5.6	6.7	7.3	7.7 ▲ 5%	5.7 ▼ 25%

RIDDOR⁹⁵_{+3D}

 Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR¹³_{+7D}

 Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days

 All lost time injuries including
Fatal, Specified and any absence
of 1 day or over

 Combined injuries to all
persons: direct, indirect
and 3rd parties

 injury to Directly
employed persons only

 injury to Indirectly
employed/ Non-
Permanent Employees

 Injury to 3rd parties,
visitors, suppliers,
members of public etc.

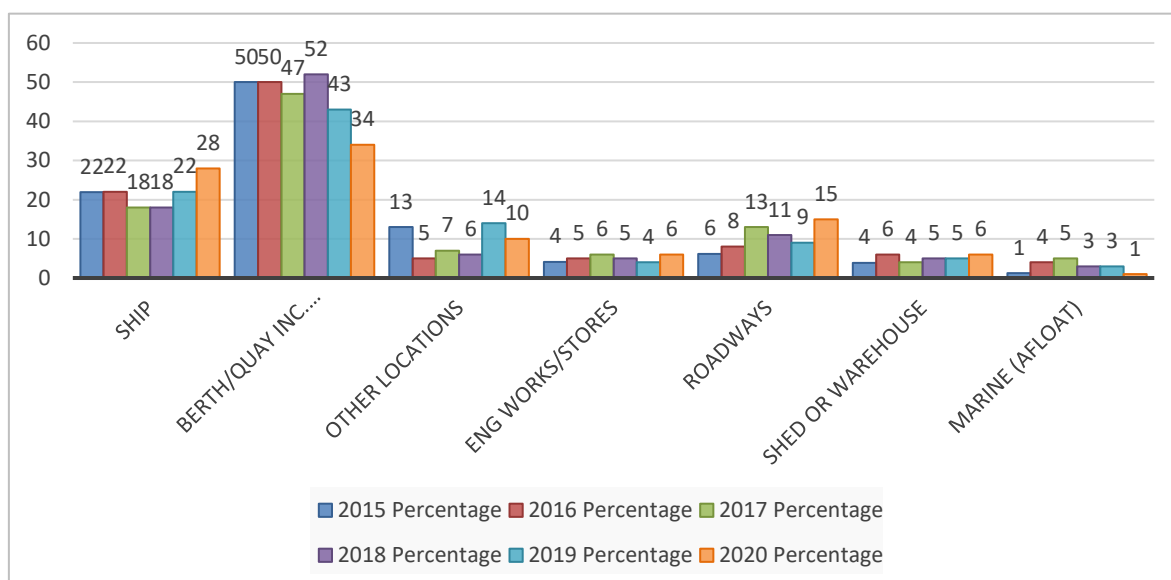
Appendix 7 - Accident Locations

The top locations for accidents are led by Berth/Quay and followed by Ship and craft. Container vessels continue to be the most likely vessel to have an LTI and this trend remains consistent across previous years data collection. In terms of LTI trends, Berth/Quay and Marine are seeing positive downtrends. Engineering works/stores, along with Sheds/ Warehouses are broadly flat. However, an uptrend in LTI's is apparent across Ships and roadways.

Although it is important to protect employees and others in non-cargo areas the emphasis clearly must remain on cargo handling areas.



Figure 16: Top 7 Lost Time Injury Locations from 2015 - 2020



RIDDOR +3D 95
Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR +7D 13
Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days

1
All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



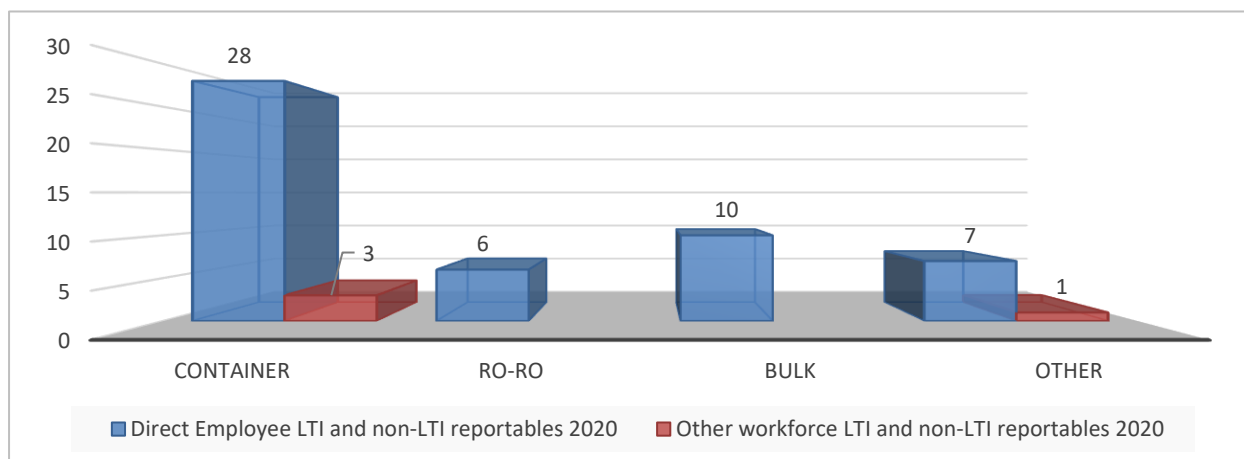
Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Figure 17: Lost Time Injuries by Location in 2020



	Total	Specified	+ 7 day	+3 to 7	1 to 3
Berth/Quay (Inc. Open storage and cargo handling)	65	5	37	7	16
Ship & Craft	55	7	26	9	13
Roadways	28	1	12	4	11
Engineering works/stores	12	0	9	2	1
Marine (afloat)	2	0	0	1	1
Shed or Warehouse	12	1	4	3	4
Other locations	11	0	5	3	3
Offices/Terminal	8	3	2	0	3
Total	193	17	95	29	52

Figure 18: LTI by ship type in 2020



RIDDOR⁹⁵_{+3D} Reportable under RIDDOR 1995 i.e. Fatal, Major and absences over 3 days

RIDDOR¹³_{+7D} Reportable under RIDDOR 2013 i.e. Fatal, Specified and absences over 7 days

1 All lost time injuries including Fatal, Specified and any absence of 1 day or over



Combined injuries to all persons: direct, indirect and 3rd parties



injury to Directly employed persons only

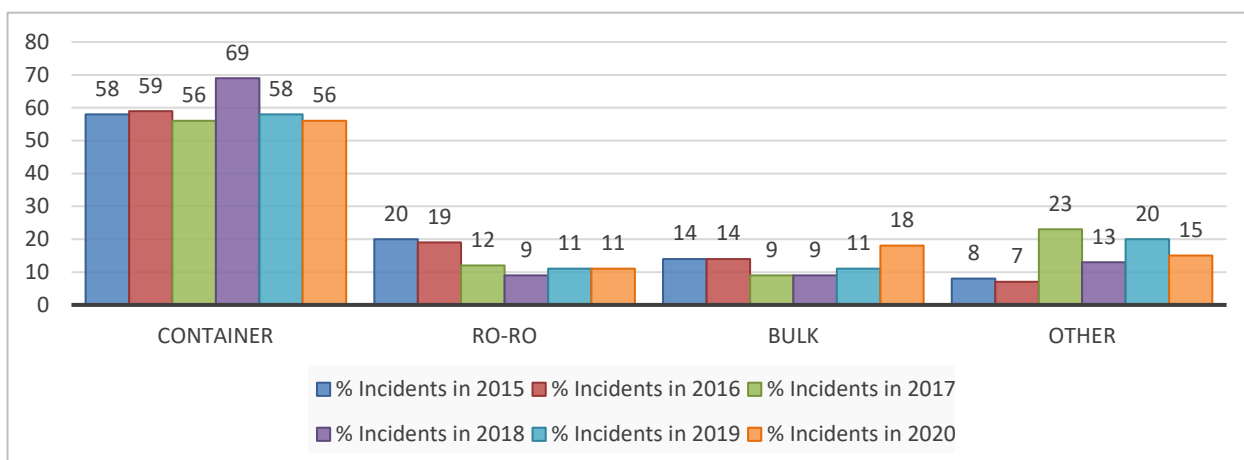


injury to Indirectly employed/ Non-Permanent Employees



Injury to 3rd parties, visitors, suppliers, members of public etc.

Figure 19: % of incidents by ship type 2015 - 2020



Container vessels continue to be the most likely vessel type on which to have an accident.

RIDDOR⁹⁵_{+3D}

Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR¹³_{+7D}

Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days



All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees

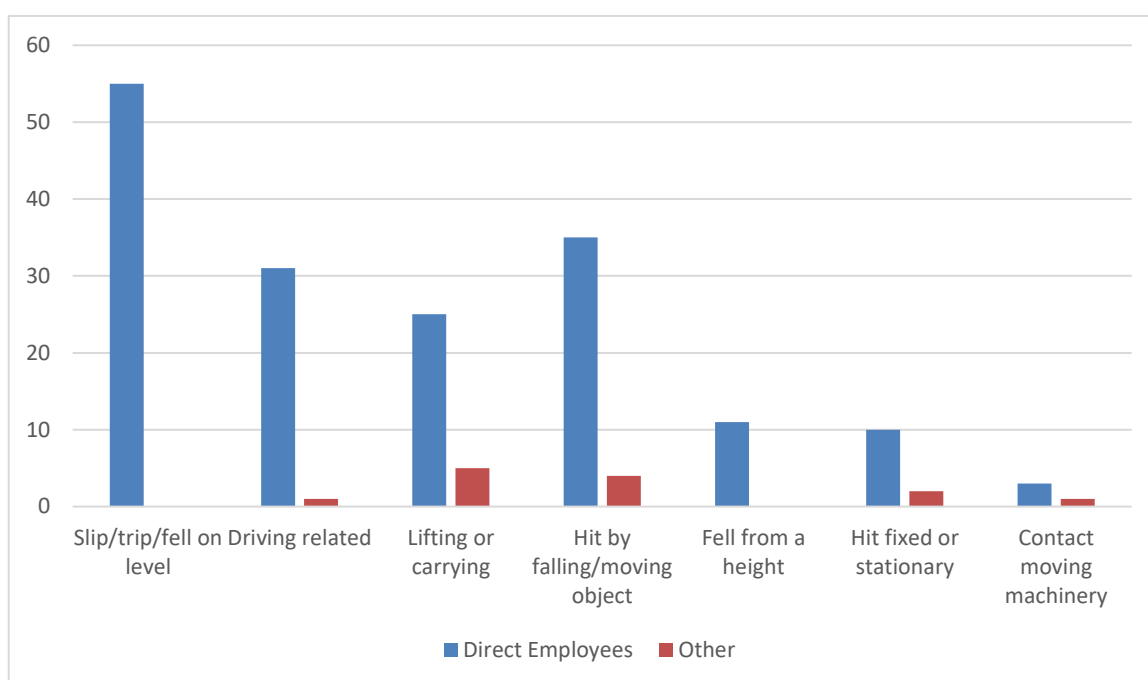


Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Appendix 8 - Accident Categories

The “top 7” categories for Lost Time Injuries are similar to previous years, though. Essentially ports still need to push down on; *slips, trips, and falls on level, hit by falling/flying objects, driving, lifting and carrying*. Just these 4 categories account for 82% of all Lost Time Injury. Emphasis on the identification of root causes and risk controls of the LTI’s within these areas should show dividends for organisations.

Figure 20: Top 7 accident categories in 2020



Although numbers are too small to be reliably significant, it is worth noting that a high percentage of non-direct employee injuries occurred in the ‘Hit by falling object’ and ‘lifting or carrying’ accident categories

RIDDOR 95
+3D
Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR 13
+7D
Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days

1
All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Figure 21: Top 7 accident categories and days lost in 2020 Direct Employees only

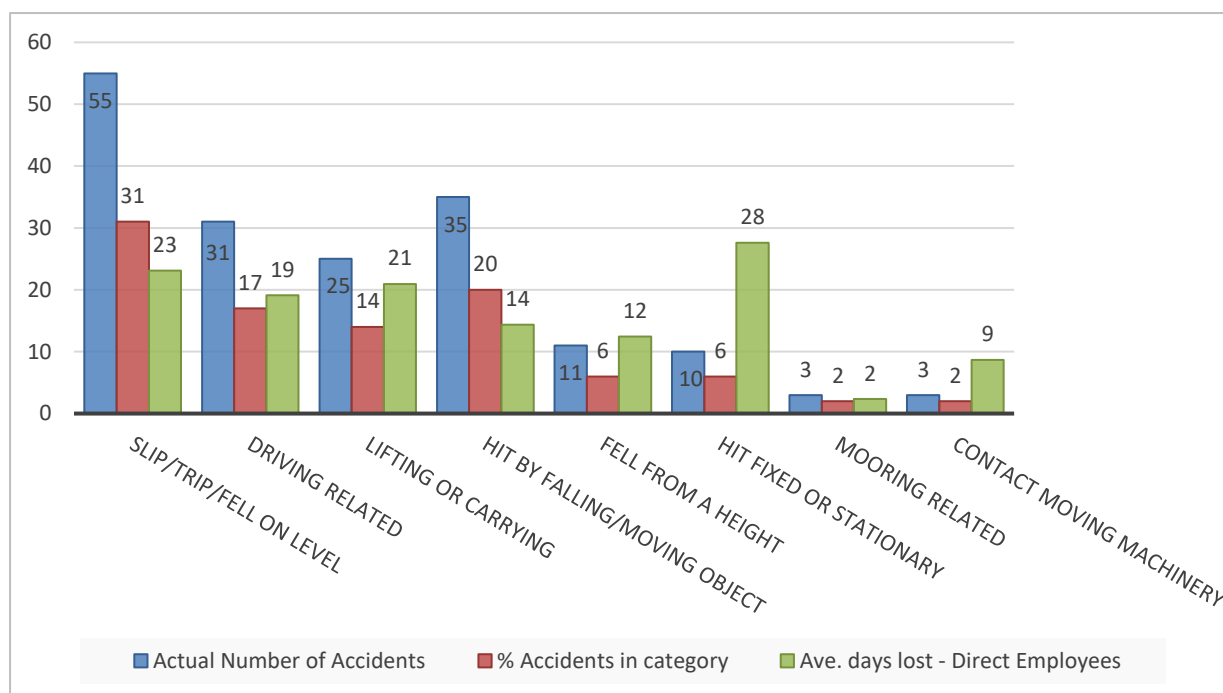
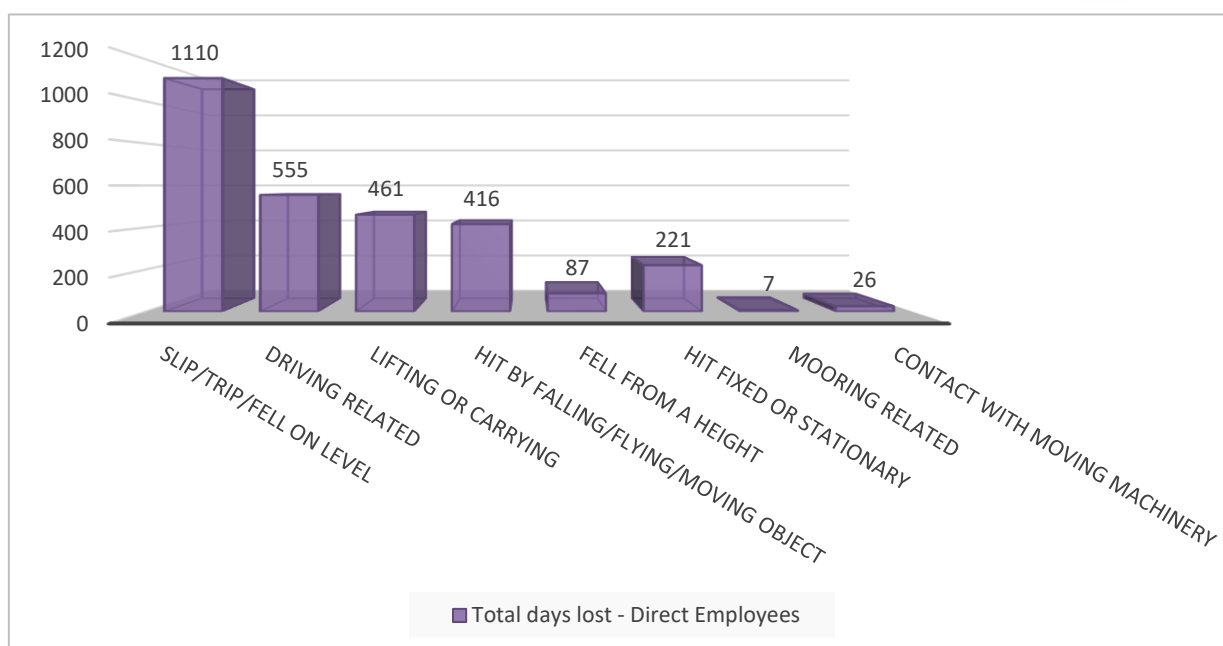


Figure 22: Total days lost by accident category in 2020



**RIDDOR⁹⁵
+3D**

Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

**RIDDOR¹³
+7D**

Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days



All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Figure 23: Total days lost by accident category in 2020

	Total	Specified	+7 day	4 to 7	1 to 3
Slipped, tripped or fell on same level	1110	259	756	43	52
Driving related incidents - collisions etc.	555	42	467	31	15
Injured whilst handling, lifting or carrying	461	1	401	48	11
Hit by moving, flying or falling object	416	37	333	21	25
Fall from height	87		81		6
Hit something fixed or stationary	221	80	131	4	6
Contact with moving machinery	26		20		6
Mooring Related	7				7
Hit by moving vehicle	75		75		
Other	67		58	4	5
Totals	3025	419	2322	151	133

RIDDOR⁹⁵_{+3D}

 Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

RIDDOR¹³_{+7D}

 Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
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 All lost time injuries including
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 Combined injuries to all
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and 3rd parties

 injury to Directly
employed persons only

 injury to Indirectly
employed/ Non-
Permanent Employees

 Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Figure 24: Number of LTI by accident category in 2020



	Total	RIDDOR 2013 Reportable			Not RIDDOR Reportable
		Total	Specified	+7 day	
Slipped, tripped or fell on same level	55	31	6	25	24
Driving related incidents - collisions etc.	31	17	1	16	14
Injured whilst handling, lifting or carrying	25	12	1	11	13
Hit by moving, flying or falling object	35	22	4	18	13
Fall from height	11	8	1	7	3
Hit something fixed or stationary	10	7	2	5	3
Contact with moving machinery	3	2		1	2
Mooring Related	3	0			3
Hit by moving vehicle	1	1		1	
Other	4	0		1	3
Totals	178	100	15	85	78



Figure 25: Days Lost - Direct Employees 2015 -2020

Accident Category	2016		2017		2018,		2019 (Updated)		2020	
	Total days lost	Ave. days lost	Total days lost	Ave. days lost	Total days lost	Ave. days lost	Total days lost	Ave. days lost	Total days lost	Ave. days lost
Slips, trips and falls on same level	1339	22	1407	20	1475	24	1228 ▼ 17%	17 ▼ 29%	1110 ▼ 10%	23 ▲ 35%
Driving related incidents - collisions etc.	1027	15	796	19	1438	29	935 ▼ 35%	17 ▼ 41%	555 ▼ 41%	19 ▲ 12%

RIDDOR 95 +3D Reportable under RIDDOR 1995 i.e. Fatal, Major and absences over 3 days

RIDDOR 13 +7D Reportable under RIDDOR 2013 i.e. Fatal, Specified and absences over 7 days

1 All lost time injuries including Fatal, Specified and any absence of 1 day or over



Combined injuries to all persons: direct, indirect and 3rd parties



injury to Directly employed persons only



injury to Indirectly employed/ Non-Permanent Employees



Injury to 3rd parties, visitors, suppliers, members of public etc.

	2016		2017		2018,		2019 (Updated)		2020	
Hit by moving, flying or falling object	761	26	1166	22	668	19	605 ▼ 9%	28 ▲ 47%	416 ▼ 31%	14 ▼ 50%
Injured whilst handling, lifting or carrying	1516	23	529	18	389	9	809 ▲ 108%	17 ▲ 89%	461 ▼ 43%	21 ▲ 24%
Fall from height	424	35	441	29	373	25	523 ▲ 40%	29 ▲ 16%	87 ▼ 83%	12 ▼ 41%
Contact with moving machinery	76	38	83	14	53*	53*	114*	57*	26*	9*
Hit by moving vehicle	27	7	237	34	692	69	24*	8*	75*	75*
Hit something fixed or stationary	74	11	411	17	83	7	416 ▲ 401%	21 ▲ 200%	221 ▼ 47%	28 ▲ 33%
Other Type of accident	695	N/a	113	N/a	323	17	132 ▼ 59%	12 ▼ 29%	67 ▼ 49%	17 ▲ 33%
Totals	5938	22.3	5200	20.6	5496	22.3	4861 ▼ 12%	19.0 ▼ 15%	3025 ▼ 38%	19.6 ▲ 3%

* 3 or less injuries – statistically not robust

Severity

2020 shows a continued fall from the highs of 2015 and 2016 although it should be noted the days lost may increase as updated “return” dates are submitted for lost time extending well into 2021.

Slips, trips and falls on same level continue to be the biggest origin of days lost. Injured whilst handling, lifting or carrying has now decreased following rises in 2018 and 2019.

Days lost from Fall from height have dropped after their 5-year high..

RIDDOR⁹⁵_{+3D} Reportable under RIDDOR 1995
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i.e. Fatal, Specified and absences
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1 All lost time injuries including
Fatal, Specified and any absence
of 1 day or over



Combined injuries to all
persons: direct, indirect
and 3rd parties



injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Appendix 9 - Analysis by Month

The following charts look at monthly moving annual averages and show no seasonal patterns but do show some differences between port activities.



Figure 26: Lost Time Injuries to Direct Employees by month 2015-20

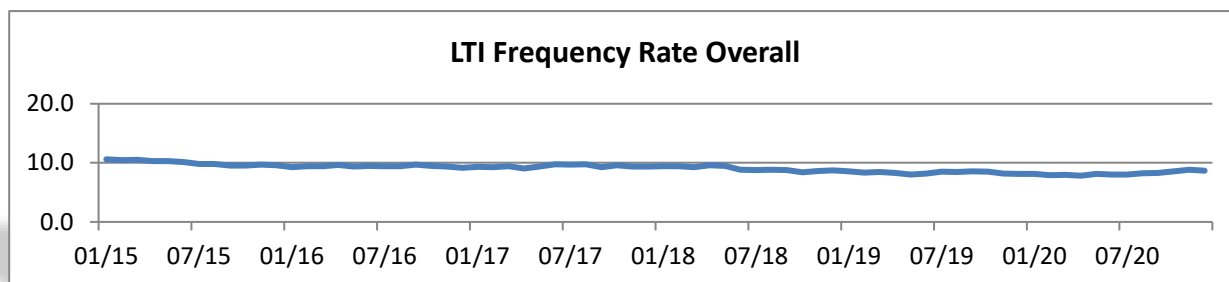
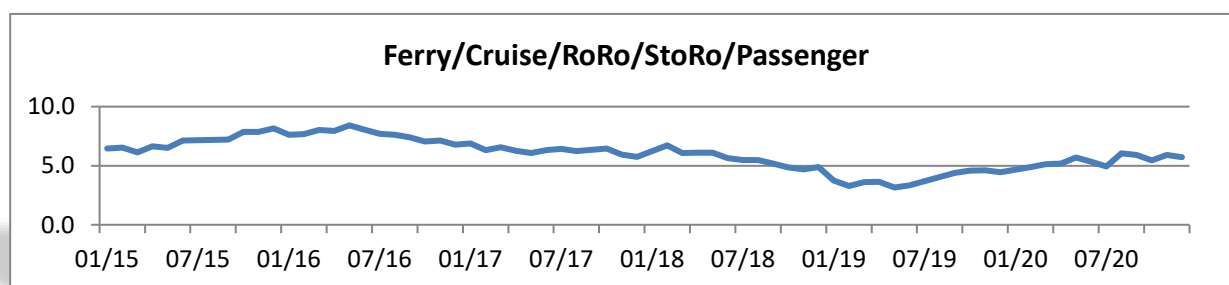
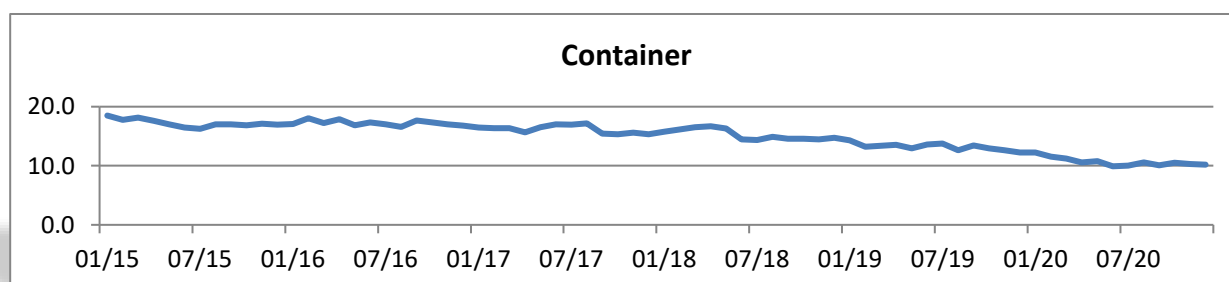


Figure 27: Rolling LTI Frequency Rate by Port Activity 2015-2020



RIDDOR⁹⁵_{+3D} Reportable under RIDDOR 1995
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Combined injuries to all
persons: direct, indirect
and 3rd parties



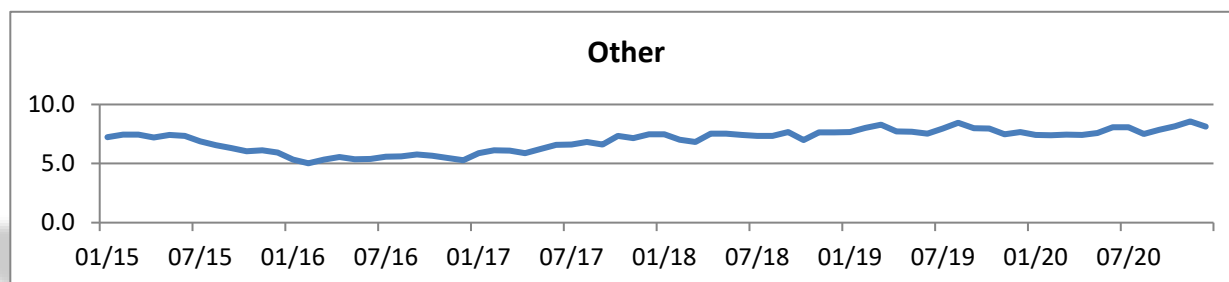
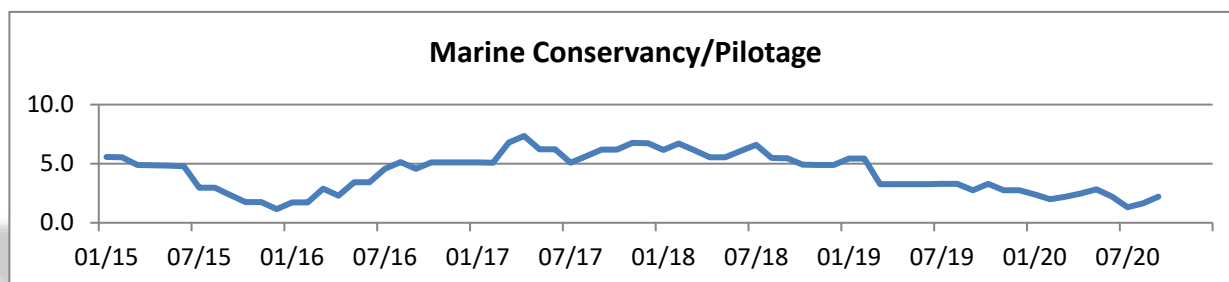
injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.



Appendix 10 - Reportable diseases

Figure 28: Reportable diseases 2000-2020

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Diseases	1	11	4	1	0	0	1	8	0	1	7	6	3	2	2	2	1	1	0	0	0

**RIDDOR⁹⁵
+3D**

Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
over 3 days

**RIDDOR¹³
+7D**

Reportable under RIDDOR 2013
i.e. Fatal, Specified and absences
over 7 days

1

All lost time injuries including
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Combined injuries to all
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injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

Appendix 11 - Data collection

Background

This report has been produced by PSS on behalf of its members and is made available to subscribing members and other stakeholders on a confidential basis.

The main purpose of these statistics is to draw lessons from the incidents that have occurred in 2020 to further improve health and safety in the UK port industry. This is a report of incidents from PSS members that required a formal report to the HSE under RIDDOR regulations and other injuries where more than 1 day or shift was lost by the injured party.

Source Population

The 2020 data is based on returns covering approximately 14780 direct employees. An attempt has been made to quantify indirectly employed persons as far as is reasonably practicable

Method of Collation

- Figures are collated for January to December, inclusive
- The report form, based all injuries where the injured party has lost a minimum of 1 day (or shift) of work, plus other RIDDOR reportable incidents, is completed and returned to PSS
- The definition of “employee” includes any person for whom an accident report would be completed and submitted to the HSE by the company if that person were to be injured at work. This may include employees on a shorter number of hours, such as cleaners, and those who are not permanently employed by the company
- “Accidents” include accidents to non-employees that the port employer has a responsibility to report e.g. if a member of the public is killed or taken to hospital and accidents to contractors under the management control of the port.

Comparison with data from other sources

The statistical data in this report relates to members of PSS. Whilst it cannot be assumed that reflect the situation in the whole UK ports industry. PSS membership includes around 95% of the UK port industry by tonnage handled as well as many fishing and leisure harbours.

Industry accident statistics are also collated by the Department for Transport (DfT) and Health and Safety Executive (HSE), although the basis and definitions for inclusion in each of the schemes vary.

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injury to Directly
employed persons only



injury to Indirectly
employed/ Non-
Permanent Employees



Injury to 3rd parties,
visitors, suppliers,
members of public etc.

The important point is that over the reporting years, all the industry figures have demonstrated a marked downward trend.

Except where stated, PSS statistics are calculated on a 'per 100 average employees' basis. Where injuries to Contractors have been included this is recognised as an inconsistent measure, as different ports and operations will have different levels of non-permanent employee utilisation and this is not directly comparable with other industries. Direct comparison with PSS statistics prior to 1997, or with the accident statistics produced for other industries, should be treated with caution, not least due to any differences in collation and reporting practices of other accident statistics providers.

Reporting Regulation Changes in 2012

Under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 there were three types of reportable accident: Fatal, Major and Over-3-Day. The Over-3-Day category required reporting of instances where the person was unable to carry out their normal duties for a period of more than three days as the result of an accident in the workplace.

With effect from 6 April 2012 the Over-3-Day category changed to Over-7-Day².



For valid comparison with historical data, this report mainly shows figures based on the old criteria 'Over-3-Day' incidents for all of January to December 2013. However, on occasion, a table will show figures under the new criteria Over-7-Days criteria

Notes

A revised data collection system was implemented in 2014. The main change was to ask for data on all Lost Time Injuries (LTI) – i.e. all absences for 1 day or over. Previously this had been restricted to only RIDDOR Reportable injuries.

The collection of LTI data, along with an estimate of hours worked allows the calculation of a Lost Time Injury Frequency Rate (LTIFR) for Direct Employees. Essentially this is "Lost Time Injuries per

² Marine incident reporting: the change in RIDDOR 1995 regulations reporting was **not** reflected in the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012. When reporting marine incidents to the MAIB and/or MCA the requirement to report Over-3-Day injuries still stands.

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+3D**

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Permanent Employees



Injury to 3rd parties,
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members of public etc.

Million Hours worked” and it can be used by members for benchmarking. Please contact us if you want to have your LTIFR calculated.

Pre-2017 some members had been including “Agency/Indirect Workers” in their Directly Employed figure. This resulted in a mismatch for injury rate calculations in that if one of these workers suffered an LTI the injury would be classified as “Indirectly Employed” but the employee count allocated to “Direct Employees”. This has resulted in an understatement of Directly Employed LTIFR for previous years. (Likely range 5-10% too low).

Since 2017 members have been asked to estimate numbers of Indirect Employees in the workforce. Although not all members have been able to do this, we do have some data which has allowed us to be more accurate with accident rates, which will eventually lead to better benchmarking with other industries. Note the Indirectly employed figure includes those who were previously wrongly classified plus others, as this is not a question we have asked before.

The question relating to location of accidents was also rewritten in 2017 as it was considered that data collected previously was not sufficiently robust or consistent.

RIDDOR⁹⁵_{+3D} Reportable under RIDDOR 1995
i.e. Fatal, Major and absences
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Injury to 3rd parties,
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