PORT SKILLS & SAFETY

IMPROVING STANDARDS THROUGH COLLABORATION

Port Industry Health and Safety Statistics

2024

Collated by F3L Health/Safety/Environment

F3L Health/Safety/Environment

CONTENTS

QUICK LOOK

Metric	Change
• Data coverage: Data supplied from 20 contributing members (supplying full year data). There was an average of 20,652 workers (direct and indirect employees) from all contributing members. Another increase in total average workers and higher than 2023 by approximately 2500 workers. (2023: average 18,314 direct and indirect employees)	▲13%
• 0 fatalities reported from contributing members. (1 indirect employee in 2023) *PSS is aware of two fatalities in the wider UK port sector during 2024 (see 2024 summary section for more detail).*	▼100%
• 178 Lost Time Injuries (LTI) in 2024. (193 in 2023)	▼8%
• Lost Time Injury Rate per 100 workers = 0.86. (1.05 in 2023)	▼18%
• Lost Time Injury Frequency Rate (LTIFR) per 1 million work hours (direct and indirect workers) = 4.78 (5.41 in 2023)	▼12%
• Total Injury Rate (TIR) per 1 million work hours (direct and indirect workers) = 7.44. (6.92 in 2023)	▲8%
• RIDDOR total reportable incidents = 105. (106 in 2023)	▼0.9%
• RIDDOR Over 7 Day Absences = 78. (85 in 2023)	▼9%
• RIDDOR Specified Injuries = 26. (21 in 2023)	▲19%
• Total RIDDOR Report Incidence Rate per 100 workers = 0.51. (0.58 in 2023)	▼12%
• 68 High Potential Incidents (HiPo) Incidents in 2024. (74 in 2023)	▼8%

- **Top five incident locations** for reported lost time injuries:

2024	2023
1. Ship – Container. 2. Berth/Quay alongside vessel. 3. On cargo handling equipment 4. Roadway/parking area – with public access. 5. Engineering works and stores	1. Berth/Quay alongside vessel. 2. Ship – Container. 3. Other location. 4. Roadway/parking area – with public access. 5. Open storage area.

- **Top five immediate cause** categories for lost time injuries:

2024	2023
1. Slipped, tripped, or fell on same level.	1. Slipped, tripped, or fell on same level.
2. Injured whilst handling, lifting, or carrying.	2. Injured whilst handling, lifting, or carrying.
3. Hit by moving, flying, or falling object.	3. Another type of accident
4. Another type of accident	4. Hit by moving, flying, or falling object.
5. Caught between objects (e.g. nips of fingers/hands)	5. Caught between objects (e.g. nips of fingers/hands).

- **Top five body parts** reported as injured:

2024	2023
1. Fingers 2. Legs 3. Back 4. Head 5. Hand	1. Torso ** 2. Legs. 3. Fingers. 4. Heads. 5. Hands. *** In 2023, 'Torso' included back injuries. From 2024 onwards, 'Back' was reported as a separate category to improve data granularity.*

SUMMARY AND LOOK AHEAD

2024 SUMMARY

There were 20 contributing port members who provided incident data for the full 2024 calendar year, representing a combined average workforce of 20,652 direct and indirect employees. Although three fewer ports contributed full data compared to 2023, the average workforce increased by nearly 2,500 workers, likely reflecting growing operational activity across the sector.

Whilst no fatalities were reported by contributing members in 2024, two fatal incidents occurred within the wider UK port sector. These involved the death of a crew member during the loading of freight vehicles onto a Ro-Ro vessel, and a port worker who died following a water-related incident. Although not captured in this dataset, these incidents are a reminder of the serious risks present in maritime and port operations across the UK. All PSS port-members are encouraged to consider providing data (either monthly or annually) to PSS so that future analysis can present a sector-wide perspective.

Safety performance indicators in 2024 continued to show a positive trajectory, with a reduction in lost time injuries (LTIs) and an increase in reporting of lower-severity incidents. This trend likely reflects enhanced transparency in reporting and a more mature safety culture among contributing members.

The total number of Lost Time Injuries (LTIs) decreased to 178, down from 193 in 2023, an eight percent reduction. This was accompanied by an 18% reduction in the LTI rate per 100 workers, continuing the overall downward trend in LTI frequency since 2019, with the exception of a single-year increase in 2022. However, the severity of injuries appears to have increased: the total number of days lost due to LTIs rose to 3,021, and the calculated LTI Severity Rate increased from 10.76 in 2023 to 16.97 in 2024. This suggests that although fewer injuries occurred, those that did were more serious and required longer recovery times.

While LTIs and LTI rates declined, the Total Injury Rate (TIR) — which includes LTIs, Restricted Work Injuries (RWIs), and Medical Treatment Injuries (MTIs) — rose slightly from 6.92 to 7.44 per million hours worked. This increase is due to the higher number of reported MTIs, which more than doubled year-on-year, while RWIs remained steady. Contributing factors may include an improved reporting culture, early intervention approaches that classify more cases as recordable, and a greater proportion of indirect workers in the overall workforce.

RIDDOR-reportable incidents remained relatively consistent year-on-year (105 in 2024 and 106 in 2023), but when adjusted for the increased headcount, the RIDDOR rate per 100 workers fell by 12%, from 0.58 to 0.51. There were 78 over-7-day injuries, 26 specified injuries, and seven dangerous occurrences reported. These included equipment failures, fires, and one case of potential asbestos exposure.

High potential incidents (HiPos), identified based on the likelihood of a more serious outcome under different circumstances, slightly decreased from 74 to 68. These incidents remain valuable for understanding severity potential and identifying lessons learned before more serious outcomes occur.

In terms of proactive safety engagement, health and safety observations increased from 13,200 in 2023 to 14,811 in 2024. Of these, 6,921 were positive (safe) observations and 7,890 highlighted unsafe conditions or behaviours. When adjusted for headcount, the rate of observations per worker improved, suggesting growing engagement with behavioural safety programmes. Observations had previously peaked during the pandemic period (2020–2021) and reached a low in 2022, but participation has since been climbing.

Near miss incidents totalled 1,301 in 2024, of which 328 were classified as high potential. However, reporting of near misses remains inconsistent across members, with some reporting only the most significant cases and others not reporting any. Nonetheless, the data continues to provide important insight into areas of operational risk.

The most frequent locations for LTIs and other incidents in 2024 were consistent with previous years: container ships, berth/quayside areas, and cargo handling equipment. Notably, LTIs on cargo handling equipment increased and now represent the third most common incident location. This suggests a need to revisit risk controls and work practices in this area. Similarly, when examining causal factors, slips, trips and falls on the same level remained the most common cause of LTIs (as in 2023), though incidents in this category declined from 48 in 2023 to 36 in 2024. Incidents involving manual handling, moving/falling objects, and caught-between injuries also featured prominently. While some categories saw reductions, others — such as falls from height (up from two to seven) — increased and warrant renewed focus.

Injury data continues to show that fingers, legs, backs, and heads are the most frequently affected body parts. Back injuries were the most common among LTIs in 2024, especially following slips or manual handling tasks. When combining injury type with incident location and cause, clear themes emerge that should guide industry-wide risk reduction strategies.

Safety in Port (SiP) guidance documents for general cargo, container handling, timber handling, and emergency planning were reviewed during 2024. Positive impacts from these reviews will likely not manifest until 2025 is reviewed. The review of access and egress guidance (SiP014) was identified as a priority from the previous year's report and is planned for revision in 2025, alongside other key SiPs related to workplace transport and passenger operations.

In summary, the port industry continues to make progress in reducing serious injuries and increasing engagement with proactive safety practices. While overall incident rates rose slightly due to increased MTI reporting, the data suggests this reflects a more open safety culture rather than deteriorating performance. The consistent decline in LTIs, stronger observation participation, and continued focus on high-risk activities indicate a sector that is both learning and evolving. Further focus on key risk areas — including cargo handling equipment, falls from height, and manual handling — will help maintain this positive trajectory.

COMET

PSS has partnered with COMET as part of the PSS strategic objective of 'improving UK port safety statistics'. This was to support members in enhancing their investigation data through two AI-powered tools: COMET Investigate and COMET Signals.

In 2024, PSS ran a pilot project (COMET Signals) with several major ports to explore the use of AI in analysing incident data. The study concluded that existing datasets were too limited in both volume and detail for AI to generate meaningful insights. As a result, PSS proposed a second phase of the project, focused on improving investigation data quality and readiness for future AI-driven analysis.

Following discussions and a survey of major ports, it became clear that while many members have adopted digital investigation systems, the quality, consistency, and accessibility of the data still varies. Most ports apply criteria to trigger full investigations and expressed no major barriers to sharing data, aside from the need for secure and anonymised handling.

Within the next five years, PSS will move to a tiered structure depending on the amount of detail and software members wish to use:

Basic Dashboard Level:

The current dashboard will remain for members who wish to continue submitting data monthly or yearly via a spreadsheet. Monthly submissions will be viewed on a Power BI dashboard. As part the dashboard development, PSS will continually review requirements and in 2024 introduce new fields to capture whether a root cause investigation has been conducted, along with selected root causes (using COMET's 24 high-level categories). Simultaneously, PSS will work with larger ports to conduct data quality assessments — reviewing investigation records and engaging stakeholders to evaluate system readiness for AI processing.

Intermediate Level:

PSS members who wish to use more advanced tools to store and analyse data can receive free access to the COMET Investigate module — a digital platform for managing and storing investigations. This tool includes embedded AI that supports root cause analysis and identifies patterns that might otherwise be missed. While individual case details remain private, anonymised root cause data will be shared with PSS to support broader sector-wide learning and insight development.

Advanced Level:

Members can choose to purchase the COMET Signals module, which enables advanced AI-driven analysis of unstructured HSE data using natural language processing. This module extracts deeper insights from investigation narratives, location details, and contextual data. Participating members supply more detailed input and gain access to comparative insights across the sector.

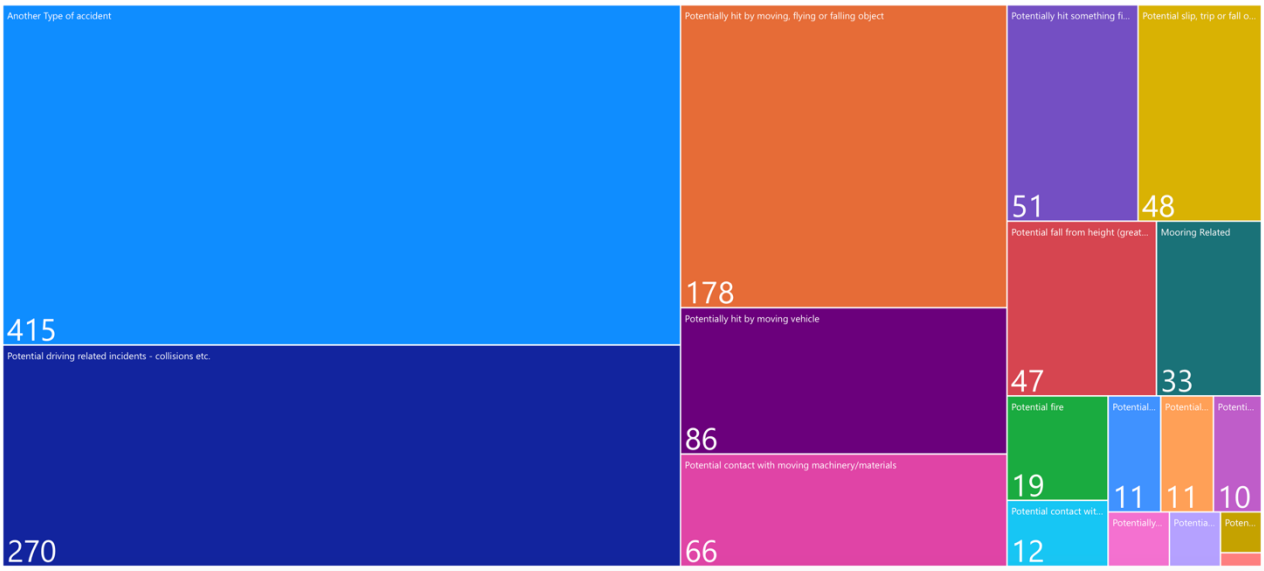
Contributing members are encouraged to investigate taking part in the more in-depth options as the value in improved insight and data quality — particularly for shaping effective health, safety, and environmental risk strategies — is expected to far outweigh any associated costs.

SECTION 1 – LEADING INDICATORS

There were 1,301 near miss incidents recorded in 2024 from 20 contributing members. Note that some contributing members do not report near misses. Others report only the most significant NMI, rather than all.

There were 328 considered as high potential NMI i.e. under different circumstances these may have led to serious, potentially life threatening or life changing injuries.

FIGURE 1: 2024 NEAR MISS CATEGORIES

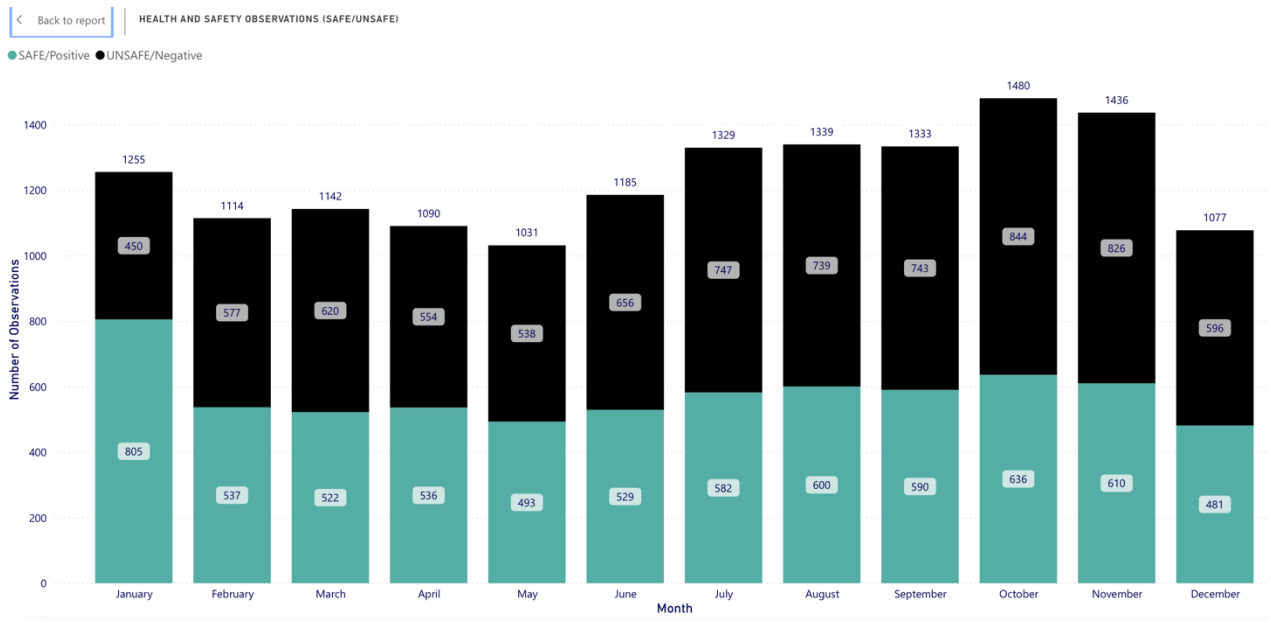


Contributing members report potential cause categories for near miss incidents. The top five i.e. most frequently reported potential cause categories for NMI in 2024 were:

1. Another type of incident (non-specific).
2. Potential driving related incidents – collisions etc.
3. Potentially hit by moving, flying, or falling object.
4. Potentially hit by moving vehicle.
5. Potential contact with moving machinery/materials.

The potential cause categories were reviewed during the annual data workshop in September 2024, and 'another type of incident' has been removed. It is expected that this change will provide better granularity and encourage contributors to select more specific categories, supporting clearer analysis of trends and contributing factors in 2025.

FIGURE 2: 2024 BREAKDOWN OF HEALTH AND SAFETY OBSERVATIONS



The chart above shows the breakdown of health and safety observations in 2024. For both 2023 and 2024, contributing members reported observations split into 'safe/positive' and 'unsafe/negative' categories — a change from previous years, when only total figures were submitted.

In 2024, a total of 14,811 observations were recorded, comprising 6,921 safe/positive and 7,890 unsafe/negative entries. This represents an increase from 13,200 total observations in 2023. The average number of employees also rose across contributing members.

To allow for year-on-year comparison, an observations-per-worker rate has been calculated. While not a perfect measure, due to differing levels of participation between ports and individuals, it provides a useful indicator of engagement with behavioural safety programmes. Observation rates peaked in 2020–2021, likely influenced by Covid-related activity, dropped to a low in 2022, and have steadily increased since.

FIGURE 3: AVERAGE HEALTH & SAFETY OBSERVATIONS PER WORKER (2018-2024)

Health and safety observations remain a key part of proactive risk management. Encouraging both positive and negative observations helps reinforce safe behaviours and enables early identification of potential hazards before incidents occur.

SECTION 2 – INJURY AND RIDDOR BREAKDOWN

The figures below show the total number of incidents and the classification breakdown from 2024.

PSS members use the following PSS definition for Lost Time Incidents: A Lost Time Injury (LTI) is a work-related injury or disease that resulted in: time lost from work of at least one day beyond the day of the accident or incident.

TABLE 1: INJURY CLASSIFICATION (2023 VS 2024)

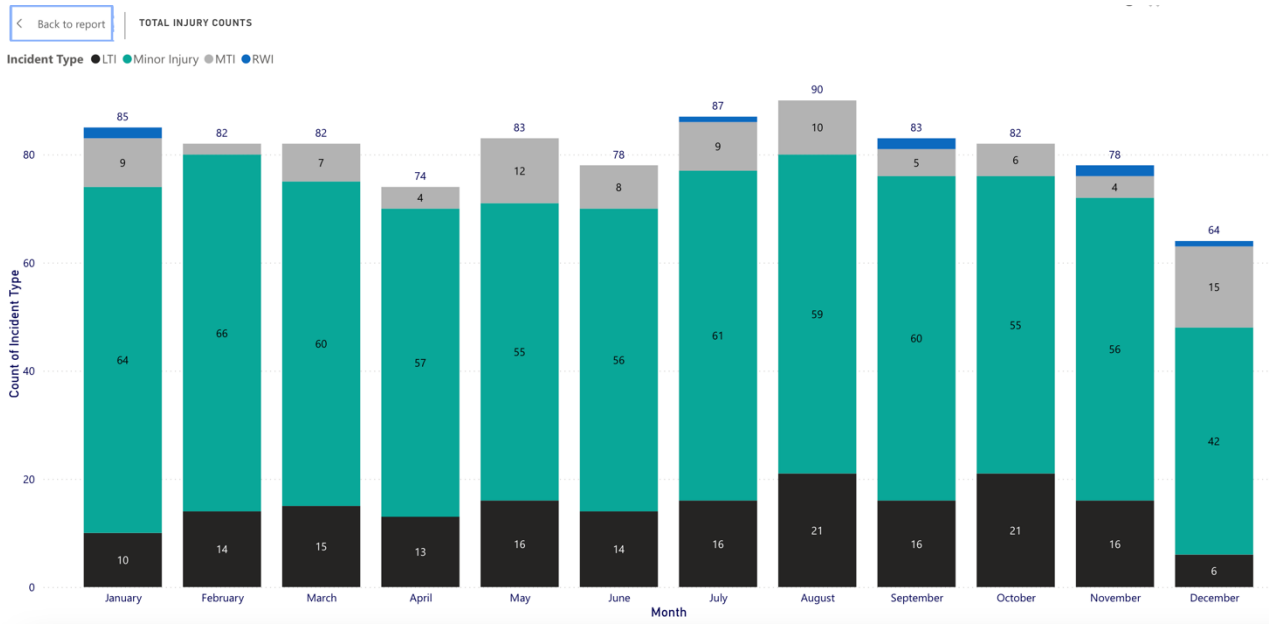
Type	Injury Count (2023)	Injury Count (2024)
Lost Time Injury (LTI)	193	**178**
Minor Injury	648	**691**
Medical Treatment Injury (MTI)	45	**91**
Restricted Work Injury (RWI)	9	**8**
Total	895	**968**

Note: All other injury definitions are provided at the end of this document.

In absolute numbers, there were 15 fewer lost time incidents recorded in 2024 than 2023. The number of minor injuries and medical treatment injuries increased in 2024 vs 2023. Numbers of MTIs more than doubled in 2024. Restricted work cases were almost identical.

LTI rates are discussed in the following section and provide a more meaningful year-on-year comparison because they account for changes in workforce size. The average number of workers reported by contributing members grew by 13% from 2023 to 2024.

FIGURE 4: INJURY BREAKDOWN/CLASSIFICATION BY MONTH (2024)



The distribution of incidents across months in 2024 were similar, Q3 and Q4 recorded slightly more LTIs. The fewest incidents were reported in December.

TABLE 2: LOST TIME INJURIES (LTI) & INCIDENCE RATE / 100 WORKERS

Headcount is average across all contributing members.

	2019	2020	2021	2022	2023	2024	Change 2023/24
Average Headcount (Direct and Indirect)	12829	12583	12671	14894	18314	**20652**	▲13%
Total LTIs Reported	289	216	169	237	193	**178**	▼8%
LTI Incidence per 100 Workers	**2.25**	**1.72**	**1.33**	**1.59**	**1.05**	**0.86**	▼18%

There were 178 LTIs reported in 2024, 15% reduction from 2023 (193). The total average headcount across all contributing members increased again in 2024.

The historical metric of LTIs per 100 workers reduced again in 2024 from 2023 by 18%. The reduction in total LTIs and an increase in average headcount drove a corresponding reduction in the LTI rate per 100 workers. Since 2019 there has been a year-on-year reduction in LTIs and LTI rate per 100 workers, with one exception in 2022. In that year LTI numbers increased significantly, but also reduced significantly through 2023 and this reduction continued in 2024.

TABLE 3: RIDDOR REPORTED INCIDENTS & INCIDENCE RATE / 100 WORKERS

	2019	2020	2021	2022	2023	2024	Change 2023/24
Average Headcount (Direct and Indirect)	12829	12583	12671	14894	18314	**20652**	▲13%
Total RIDDOR Reported	21	91	70	91	106	**105**	▼ 0.9%
RIDDOR Incidence per 100 Workers	**0.16**	**0.72**	**0.55**	**0.61**	**0.58**	**0.51**	▼12%

Total RIDDOR report incidents are the total number of incidents which were flagged with a RIDDOR category including 'Fatality', 'over 7-Day injury' or 'Specified Injuries'. Occupational diseases and 'Dangerous Occurrences' were counted separately.

The total number of RIDDOR reported incidents were approximately the same in 2023 (105) than 2023 (106). However, as the average headcount report increased significantly the actual RIDDOR incidents per 100 workers showed a 12% reduction in 2024 (0.51) from 2023 (0.58).

Additional RIDDOR details are shown below. This breakdown was not available in previous years for comparison as only the total RIDDOR reported incidents were collected previously.

There were 78 RIDDOR over 7-day injuries, 26 RIDDOR specified injuries, there were six illness cases reported in 2024 but none of these were RIDDOR reportable 'occupational illness' cases.

Seven RIDDOR dangerous occurrences were reported in 2024. These included two cases of fire on handling equipment, failure of lifting equipment and one case of potential exposure to asbestos during works.

There were 3,021 lost days' work from 178 lost time injuries in 2024.

The LTI Severity Rate is a crude measure of days lost per LTI, which was 16.97 in 2024 (10.76 in 2023). Recording of days lost and the introduction of a severity rate also began in 2023 and were not collected previously. Although a crude measure, this is a marked increase in severity rate indicating that those LTI's may have resulted in more serious injures requiring more days off from work.

SECTION 3 – RATES

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 (LTIFR) per million hours worked.

$$\frac{\text{Number of reported LTIs per year}}{\text{Total hours worked during year}} \times 1{,}000{,}000$$

TABLE 4: LOST TIME INJURY FREQUENCY RATE (LTIFR) (2018-2024)

All LTI Reported	Combined Data (Direct + Indirect Employees)					
	2019	2020	2021	2022	2023	**2024**
Total Hours Worked (million)	26.6m	26.1m	26.5m	32.2m	35.7m	**37.2m**
Total Lost Time Injuries (LTI)	290	216	169	237	193	**178**
LTIFR per million work hours	**10.86**	**8.28**	**6.38**	**7.36**	**5.41**	**4.78**
	▲21%	▼24%	▼23%	▲15%	▼26%	▼12%

Note 1: Work hours were not collected for the dashboard before 2022. Where work hours were not provided, a standardised work hours calculation has been made using a working week of 40 hours multiplied by number of personnel (direct and indirect).
Note 2: This data now represents the combined LTIFR i.e. combined work hours and LTI numbers for both direct and indirect employees on site. Annual reports before 2022 were based only on direct employees.

The combined LTIFR for 2024 was 4.78 per million hours worked. This was approximately 12% lower than the LTIFR of 5.41 per million hours worked in 2023. As observed with the LTI incidence per 100 workers, the over LTIFR has reduced year on year since 2019 except for 2022. This was a particularly poor year in which there was rise in LTIFR (7.36) due to an increase in LTIs despite more hours worked.

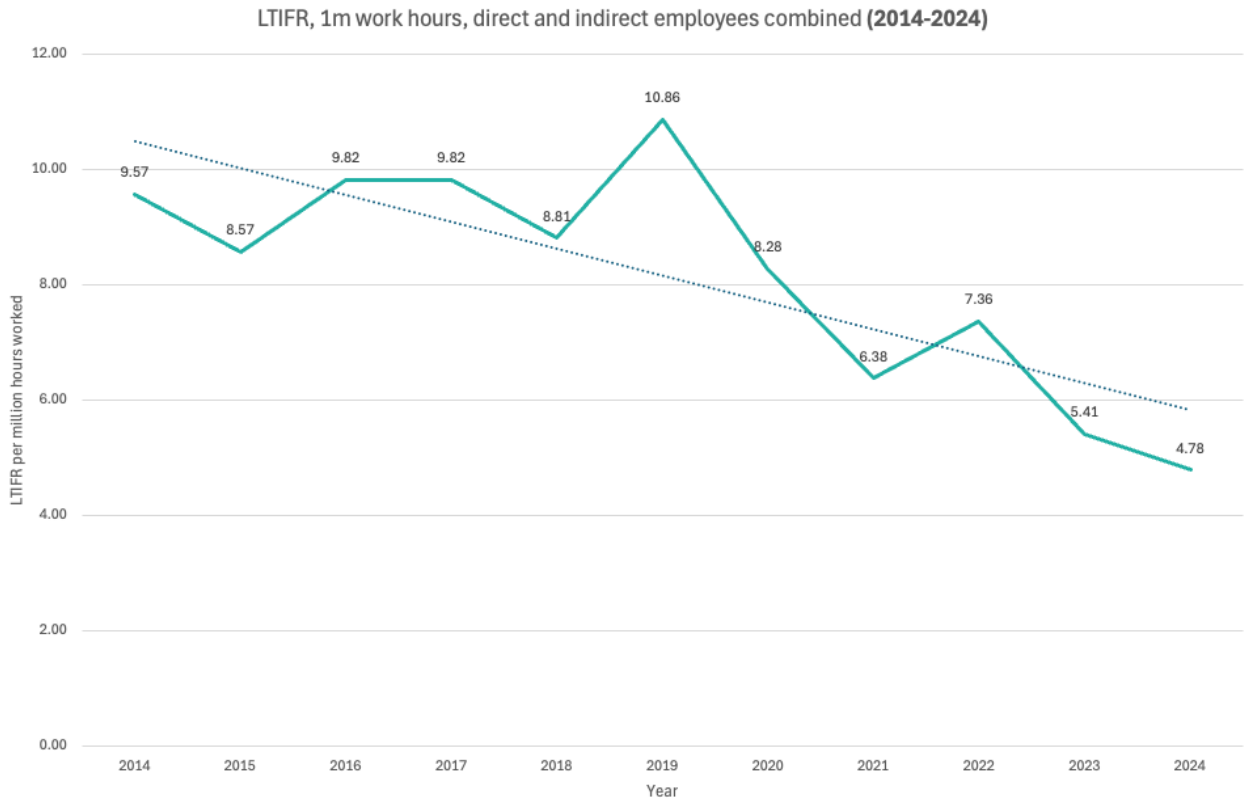
However, the LTIFR has significantly improved, dropping from 10.86 in 2019 to 4.78 in 2024, a 56% reduction over six years.

Total hours worked steadily increased from 26.6 million in 2019 to 37.2 million in 2024, indicating positive growth in operational activity of contributing members and the sector as a whole.

Figure 5 shows the LTIFR rates from 2014 to 2024 and includes an added trendline. The LTIFR has shown a clear downward trend over the 11-year period. Starting at 9.57 in 2014, it has dropped to 4.78 in 2024 which is almost a 50% reduction in over a decade of measuring safety performance.

It is notoriously difficult to trend incident statistics over time because of context changes, inconsistent data, and low-frequency events, and as such LTIs are sensitive to fluctuations. Rates like LTIFR help standardise, but they still don't tell the full story. However, the overall trend in the last decade has been encouraging and continues to be in 2024 and this should be recognised across the port sector.

FIGURE 5: LTIFR (1M WORK HOURS) (2014-2024)

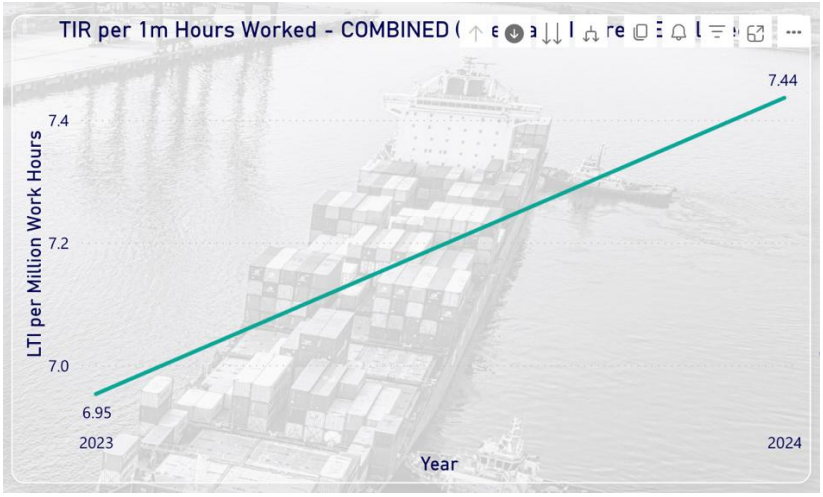


The Total Injury Rate (TIR) was introduced in 2023 and is a measure of rate of reported injuries (all types except minor injuries). This includes Lost Time Injuries (LTI), Restricted Work Injuries (RWI) and Medical Treatment Injuries (MTI).

The TIR for 2024, for all workers combined (direct and indirect employees) was 7.44 per million hours worked (6.92 in 2023). While Lost Time Injuries (LTIs) decreased in 2024, there was a notable increase in reported Medical Treatment Injuries (MTIs), nearly double since 2023.

This may be due to a better reporting culture overall - personnel may be more willing to report injuries that previously went unreported. This is a key factor in mature safety cultures which many members have developed over the years. It may also demonstrate that there is better classification of incidents, better data capture or change in risk profile i.e. personnel accept the extensive mitigations for higher risk work but are less stringent with tasks with a higher likelihood of minor/moderate injuries.

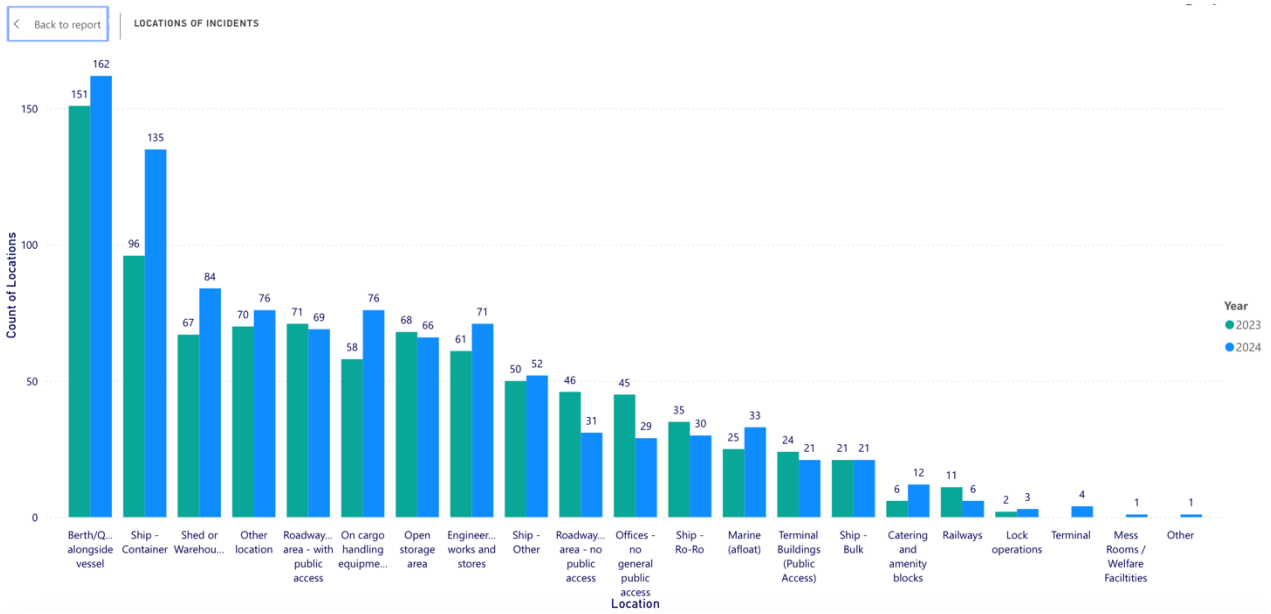
FIGURE 6: TIR (1M WORK HOURS) (2024) AND (2023-2024)



SECTION 4 – INCIDENT LOCATIONS

The most common incident locations in 2024 were still at berth/quayside/alongside a vessel, on container ships and on cargo handling equipment.

FIGURE 7: ALL INCIDENTS BY LOCATION (2018 – 2024)

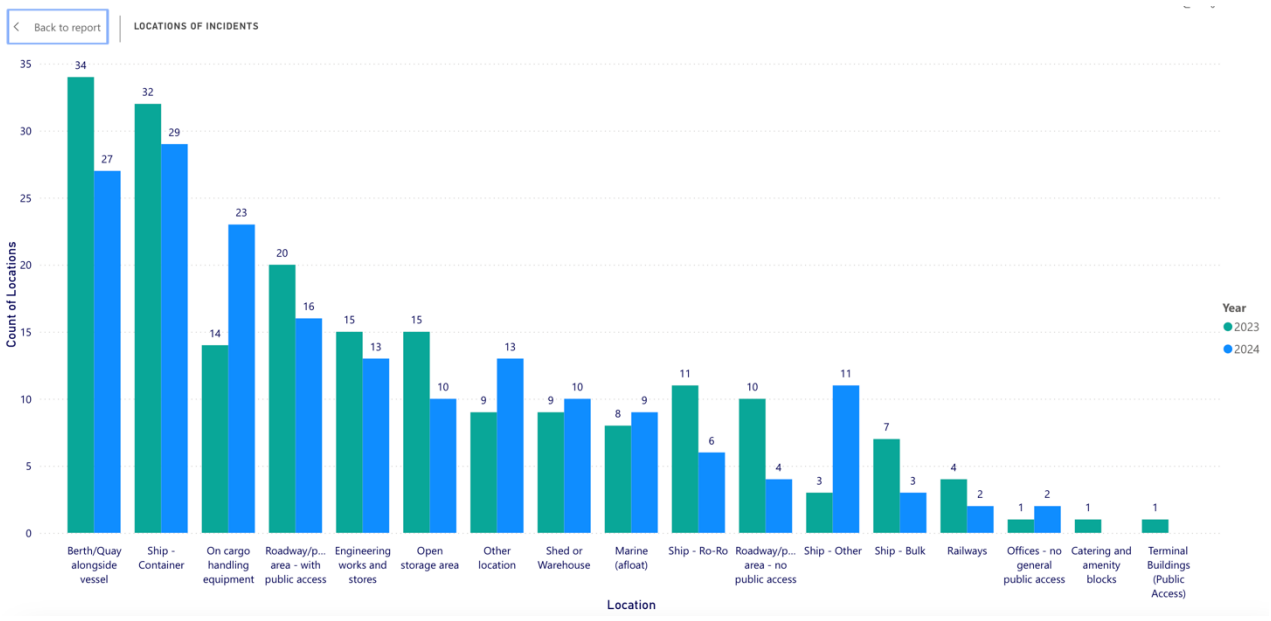


When looking specifically at the lost time injury data (see Table 5 and Figure 8 below) most LTIs are recorded on container ships, closely followed by at berth/quayside/alongside a vessel. The first two have regularly occupied the most frequent two locations of incidents since 2017. However, the numbers of lost time incidents recorded on cargo handling equipment appear to have increased and now represents the third most frequent location. See also the historical table of top incident locations at the end of this report (Table 7)

TABLE 5: LOST TIME INJURIES BY LOCATION (2023 VS 2024)

Location in descending order of frequency for current year	2023 (LTIs)	**2024 (LTIs)**
Ship – Container	32	**29**
Berth/Quay – alongside vessel	34	**27**
On cargo handling equipment	14	**23**
Roadways/parking area – with public access	20	**16**
Engineering works and stores	14	**13**
Other location	9	**13**
Ship – Other	3	**11**
Open storage area	15	**10**
Shed or warehouse	9	**10**
Marine (afloat)	8	**9**
Ship – RoRo	11	**6**
Roadways/parking area – no public access	10	**4**
Ship – Bulk	7	**3**
Offices – no general public access	1	**2**
Railways	4	**2**
Terminal Building (public access)	1	**0**
Catering and amenity blocks	1	**0**

FIGURE 8: LOST TIME INJURIES BY LOCATIONS (2023 VS 2024)



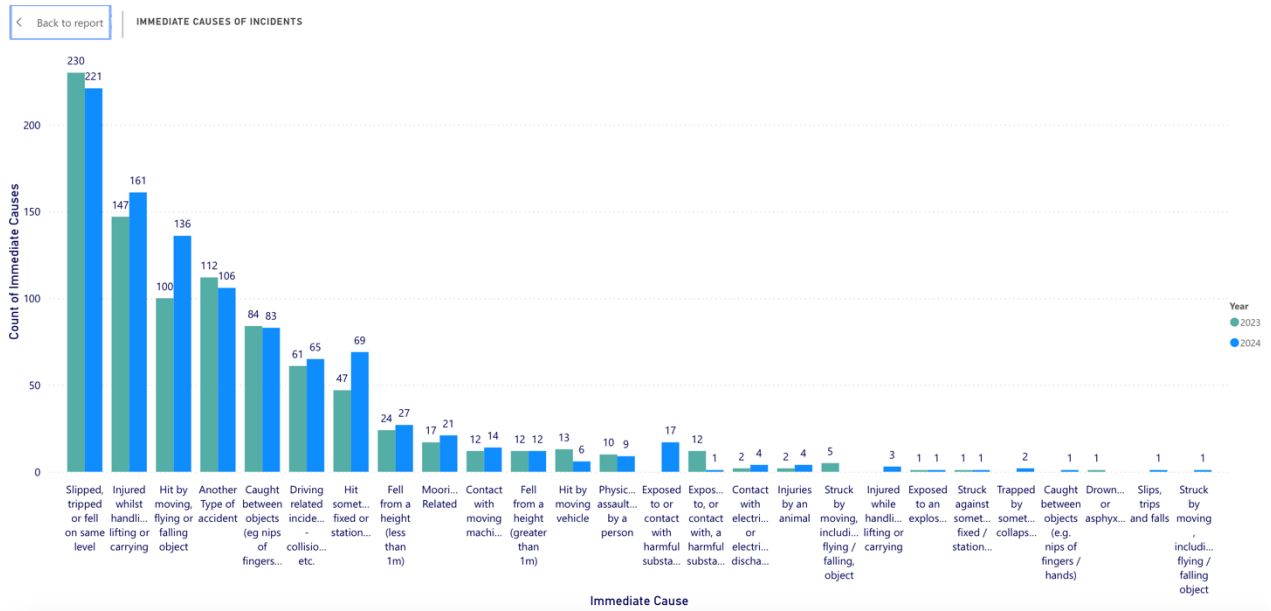
Total LTIs were less in 2023 than 2024, showing another reduction in absolute numbers year on year. Container ships recorded slightly more LTIs than 'Berth/Quay – alongside vessel' in 2024, the opposite was true in 2023. There were nine more LTIs record on cargo handling equipment in 2024 vs 2023.

SECTION 5 – IMMEDIATE CAUSES

The top five immediate causes of all reported incidents in 2024 (see Figure 9 below) were:

1. Slipped, tripped, or fell on same level.
2. Injured whilst handling, lifting, or carrying.
3. Hit by moving, flying, or falling object.
4. Another type of accident.
5. Caught between objects (nips of fingers, hands).

FIGURE 9: ALL INCIDENTS BY IMMEDIATE CAUSES (2018-2024)



As with 2023 (and many previous years), most lost time incidents (Table 6 and Figure 10) were caused because of slipping, tripping, or falling on the same level (36). One positive aspect of this is that the absolute numbers of LTIs due to slipping, tripping and falling on the same level was lower than 2023 (48).

Lost time injuries caused by handling, lifting, or carrying or being hit by moving, flying, or falling objects were the same in 2024 (27 each). The numbers of injuries from handling, lifting, or carrying reduced from 2023 (36) but the numbers from being hit by moving, flying, or falling objects increased from 2023 (23).

Other LTIs trends to note between 2023 and 2024 include:

- A positive reduction in absolute numbers of driving related LTIs; down to 14 from 25.
- A potentially concerning increase in numbers of falls from height (greater than 1m); from two to seven.
- An increase in number of incidents involving 'caught between objects (nips of fingers, hands)' from 14 to 20.

TABLE 6: LOST TIME INJURIES BY IMMEDIATE CAUSE (2023 VS 2024)

Immediate cause in descending order of frequency for current year	2023	**2024**
Slipped, tripped, or fell on same level	48	**36**
Injured whilst handling, lifting, or carrying	36	**27**
Hit by moving, flying or falling object	23	**27**
Another type of accident	18	**21**
Caught between objects (nips of fingers, hands)	14	**20**
Driving related incidents, collisions etc.	25	**14**
Fell from height (greater than 1m)	2	**7**
Hit something fixed or stationary	8	**6**
Fell from height (less than 1m)	4	**6**
Contact with moving machinery or materials	3	**5**
Hit by moving vehicle	4	**3**
Mooring related	3	**2**
Exposed to or contact with harmful substance	1	**1**
Physically assaulted by a person	1	**1**
Contact with electricity, electrical discharge	0	**1**
Trapped by something collapsing	0	**1**
Exposed to an explosion	1**	**0**

** Battery explosion on heavy goods vehicle

FIGURE 10: LOST TIME INJURIES BY IMMEDIATE CAUSES (2023 VS 2024)

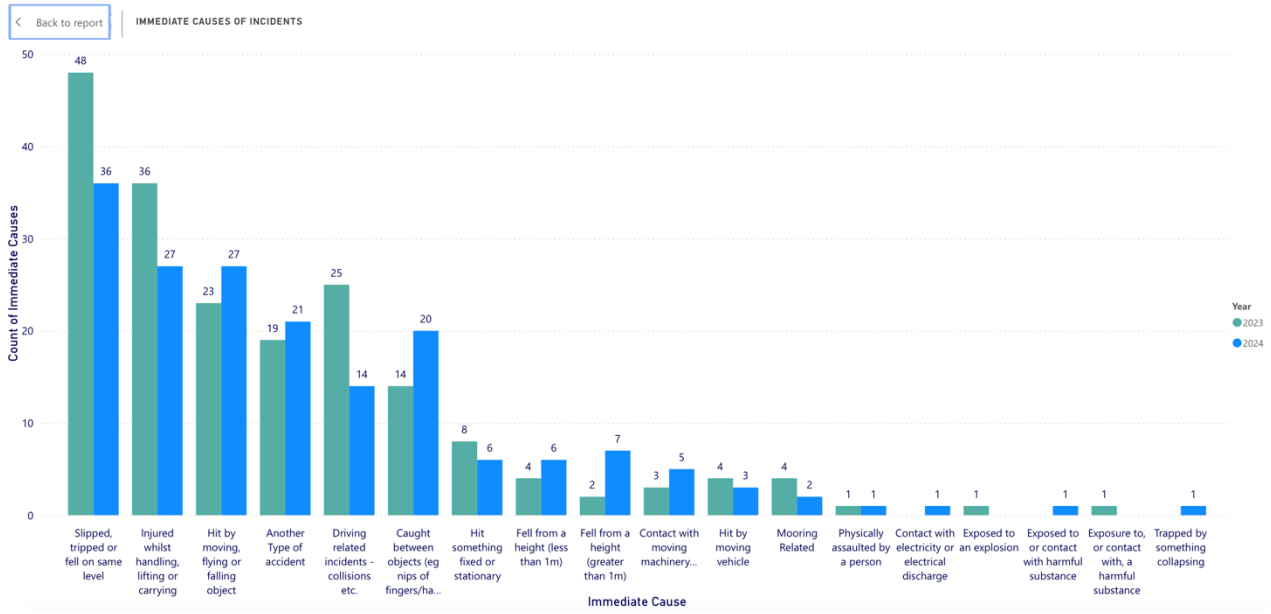
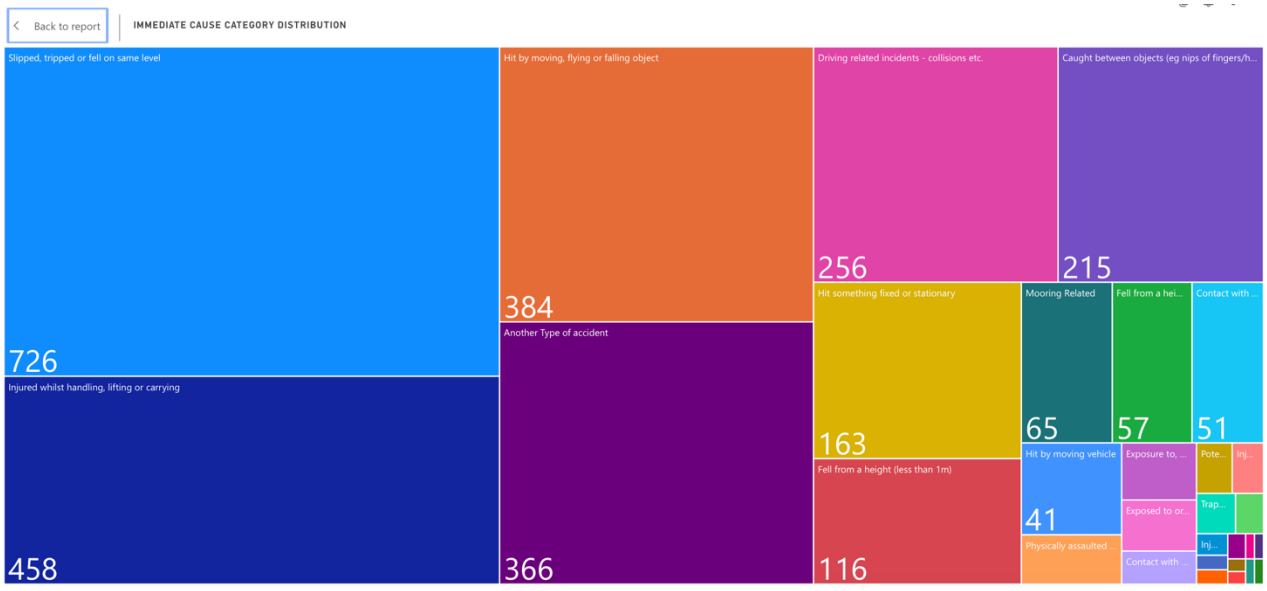


FIGURE 11: DISTRIBUTION OF IMMEDIATE CAUSE CATEGORIES (2018 - 2024)

Figure 11 shows a distribution of immediate cause categories based on all data submitted since 2018.



The top five immediate cause categories over 2018-2024 are as follows:

- Slipped, tripped, or fell on same level (consistently highest immediate cause each year)
- Injured whilst handling, lifting, or carrying.
- Hit by moving, flying, or falling object.
- Another type of incident,
- Driving related incidents, collisions etc.

As with previous years summaries, the root causes for these incidents will vary and the data is not available. These most common immediate causes of incidents should be combined with the most common incident locations to identify common factors. These areas represent key focus areas for PSS and contributing members to work together to develop risk management strategies to further drive down numbers of injuries and lost time in these categories. As of 2024, root causes of investigated incidents will be recorded, allowing for better analysis in the future.

SECTION 6 – BODY PART ANALYSIS

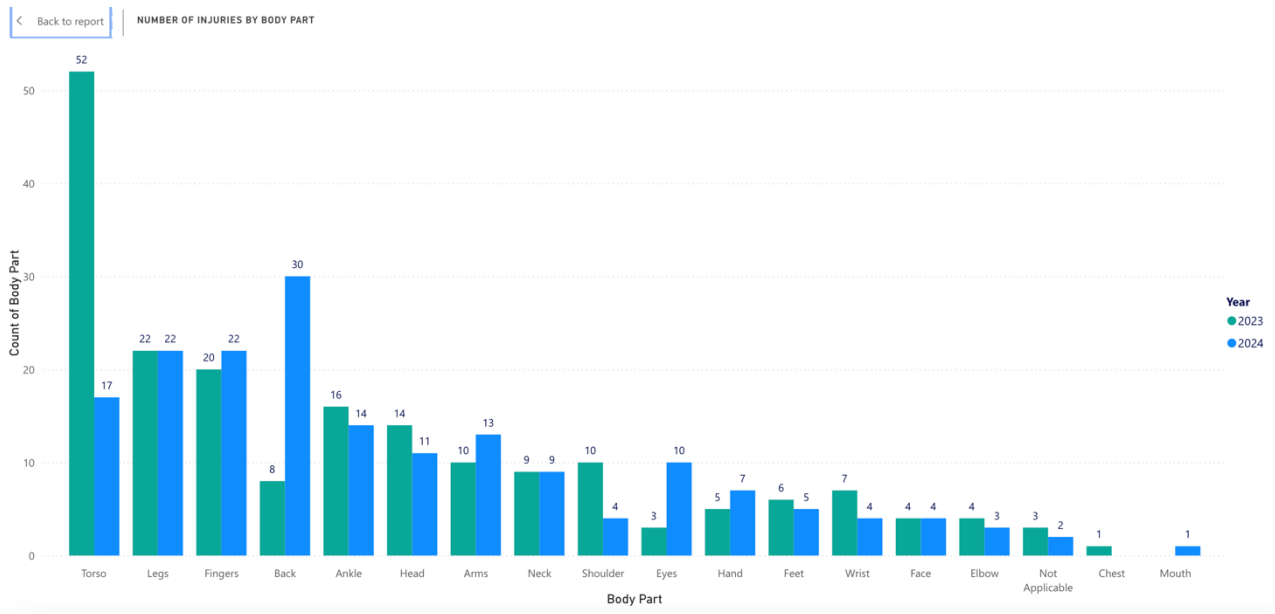
The top five body parts injured within the port industry in 2024 were:

1. Fingers (142)
2. Legs (135)
3. Back (126)
4. Head (80)
5. Hands (72)

When drilling down into specific LTI data (see Figure 12), back injuries most common in 2024. In 2023, the most frequently reported body part was the torso (52 injuries), but this category previously included back injuries, which have since been recorded separately. In 2024, there were 17 torso injuries from LTIs. Legs and fingers were the next most frequently injured body parts, with 22 LTIs each — figures that were almost identical to those recorded in 2023.

Further analysis of the 36 LTIs in 2024 caused by slipping, tripping, and falling on the same level; ten resulted in ankle injuries, eight in leg injuries and ten in injury to the back and torso.

FIGURE 12: LOST TIME INJURY BODY PART INJURY COUNTS (2023 VS 2024)



* Note: 'Torso' previously included 'Back' but 'Back' has now been separated from this.

SECTION 7 – HIPO INCIDENTS AND SIPS

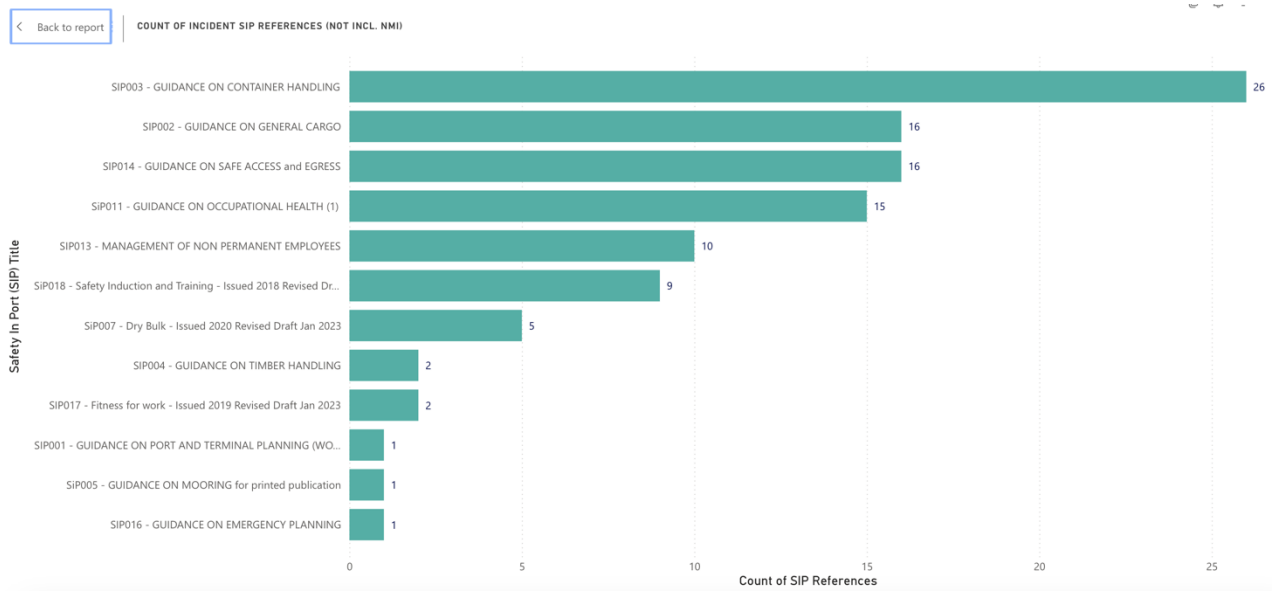
Contributing members can annotate incidents as high potential incidents (HiPo). This is determined by PSS members when reporting and these incidents are generally classed as high potential when the outcome of the incident could have been more severe under slightly different circumstances.

HiPo incidents are useful for spotting trends in severity and potential severity, and can be used to improve incident analysis, investigation, and lessons learned. The objective is to prevent such incidents and avoid a more severe iteration of that incident type in future.

In 2024, there were 68 HiPo incidents, an 8% decrease from 2023 when there were 74 reported HiPo incidents.

Reported incidents from contributing members were linked to specific PSS Safety in Port documents and these are shown in Figure 13 for 2024 data.

FIGURE 13: SAFETY IN PORT CLASSIFICATIONS OF INCIDENTS (2024)



The classification of relevant SIPs continues to broadly reflect the most common immediate cause of incidents. In 2024, four key SiPs were reviewed by PSS in conjunction with contributing members, (fully revised and published in 2025):

- SiP002 General Cargo.
- SiP003 Container Handling.
- SiP004 Timber Handling.
- SiP016 Emergency Planning.

A review of SiP002, and SiP014 (Safe Access and Egress) were identified as priorities in the 2023 Port Industry Statistics Report. SiP014 is scheduled for review and fully revision the 2025 review programme - alongside SiP001 Workplace Transport, SiP010 RoRo/StoRo, and SiP012 RoRo Passenger and Cruise Operations.

SECTION 8 – DATA COLLECTION

SOURCE POPULATION

Data supplied from 20 contributing members (supplying full year data). There was an average of 20,652 workers (direct and indirect workers) from all contributing members. Compared to 2023, there were three ports less contributing but overall, the average number of workers increased in 2024 vs 2023. This is an increase of nearly 2,500 workers on average.

As with previous years, the increase in total contributing members and workers may or may not account for some of the changes in observed trends, on a proportional basis. Where possible, rates have been used to adjust for this.

METHOD OF COLLATION

- Figures were collated for January to December 2024.
- Ports completed and submitted a monthly data collection sheet to PSS. Members who do not submit monthly were able to send early data, but no additional reports were received.
- Lost Time Injuries (LTIs) were recorded where the injured party lost a minimum of one day (or shift) of work, plus other RIDDOR reportable incidents. This includes absences over seven days and specific injury types.
- Incidents were broken down into specific types and RIDDOR classifications (2023 onwards).
- The definition of 'employee' includes any direct hire person for whom an incident report would be completed and submitted to the HSE, by the company, if that person were to be injured at work.
- 'Incidents' include incidents to non-employees that the port employer has a responsibility to report e.g., if a member of the public is injured, and incidents to indirect employees (contractors) under the management control of the contributing member.

COMPARISON WITH DATA FROM OTHER SOURCES

Data submitted to PSS includes all major UK ports, smaller ports, port associations and operating companies. These are deemed to be representative of the UK port industry.

Industry incident 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 and metrics used can vary considerably.

Direct comparison with previous annual PSS statistical reports and other industry sectors should be treated with caution. This is primarily due to slight differences in terminology, categories, and data collection methods at respective ports, and during collation and analysis.

SECTION 9 – HISTORICAL DATA

General incident data below represents a combination of data previously reported through two main means. Data collated from UK ports as part of an exercise done through an external yearly contractor and data submitted to PSS via the routine dashboard submissions since 2018. The former, involved more members and additional data which was not initially collected as routine in PSS dashboard submissions. See tables below.

Data above the red line was collected during contractors' data collection and analysis project. Data below the redline was that submitted to PSS via the dashboard process.

The PSS dashboard process was initially focused on a smaller data set, direct employees only. This has gone through evolutions since 2021 and is now more directly comparable to the previous exercise done via the previous contract.

Year	Direct Emp	Indirect Emp	Total Workers	Total Hrs Worked (m)	Fatalities	1-3 Day LTI	Over 3 Day LTI	Over 7 Day LTI	Spec Injuries	Occ Illness	Total LTI
2014	17283	0	17283	30.1	0	75	75	138	23	2	311
2015	17255	0	17255	32.8	4	82	58	141	28	2	309
2016	16907	0	16907	33.3	1	69	70	188	39	1	366
2017	14974	2393	17367	27.5	1	67	59	144	33	1	303
2018	14650	1665	16315	29.3	5	83	48	127	31	0	289
2019	12829	no data	12829	26.6	8	289	no data	no data	no data	no data	289
2020	12583	no data	12583	26.1	2	216	no data	no data	no data	no data	216
2021	12628	43	12671	26.5	1	169	no data	no data	no data	no data	169
2022	14090	804	14894	32.2	0	237	no data	no data	no data	no data	237
2023	15756	2558	18314	35.7	0	193	no data	no data	21	1	193
2024	14192	6460	20652	37.2	0	178	no data	no data	25	0	178

Total RIDDOR Rpt	LTI / 100 Workers	LTIFR 1m Hrs	Year	LTI w/out Spec Injur	Adj LTI / 100 Workers	Adj LTIFR 1m Hrs	RIDDOR Rpt/100 wk
161	1.80	10.33	2014	288	1.67	9.57	recorded differently
169	1.79	9.42	2015	281	1.63	8.57	recorded differently
227	2.16	10.99	2016	327	1.93	9.82	recorded differently
177	1.74	11.02	2017	270	1.55	9.82	recorded differently
158	1.77	9.86	2018	258	1.58	8.81	recorded differently
21	2.25	10.86	2019	289	2.25	10.86	0.16
91	1.72	8.28	2020	216	1.72	8.28	0.72
70	1.33	6.38	2021	169	1.33	6.38	0.55
91	1.59	7.36	2022	237	1.59	7.36	0.61
106	1.05	5.41	2023	193	1.05	5.41	0.58
103	0.86	4.78	2024	178	0.86	4.78	0.50

* Previous annual data collection included 'RIDDOR Specified Injuries' as LTIs. In effect double counting as these incidents may or may not have been also over 7-day injuries.

TABLE 7: TOP FIVE INCIDENT LOCATIONS SINCE 2017

2017	2018	2019	2020	2021	2022	2023	2024
Berth / Quay	Berth / Quay	Berth/Quay (Inc. Open storage and cargo handling)	Berth/Quay (Inc. Open storage and cargo handling)	Berth/quaysi de alongside vessel	Berth/Quay – alongside vessel.	Berth/Quay alongside vessel.	Ship – Container.
Ship & Craft	Ship & Craft	Ship & Craft	Ship & Craft	Container Ships	Ship – Container.	Ship – Container.	Berth/Quay alongside vessel.
Roadways	Roadways	Roadways	Roadways	Roadway areas without public access	Roadways/p arking areas.	Other location.	On cargo handling equipment
Open storage areas	Cargo handling equipment	Other locations	Engineering works/stores	On cargo handling equipment	Engineering works and stores.	Roadway/par king area – with public access.	Roadway/par king area – with public access.
Cargo handling equipment	Open storage areas	Offices/Term inal	Shed or Warehouse	Other location	Shed or warehouse.	Open storage area.	Engineering works and stores

TABLE 8: TOP FIVE INCIDENT IMMEDIATE CAUSES SINCE 2017

2017	2018	2019	2020	2021	2022	2023	2024
Slip/trip/fell on level	Slip/trip/fell on level	Slipped, tripped or fell on same level	Slipped, tripped or fell on same level	Slipped, tripped or fell on same level	Slipped, tripped, or fell on same level.	Slipped, tripped, or fell on same level.	Slipped, tripped, or fell on same level.
Hit by falling/flying object	Driving related	Driving related incidents - collisions etc.	Driving related incidents - collisions etc.	Another type of incident	Hit by moving, flying, or falling object.	Injured whilst handling, lifting, or carrying.	Injured whilst handling, lifting, or carrying.
Driving related	Lifting or carrying	Injured whilst handling, lifting or carrying	Injured whilst handling, lifting or carrying	Injured whilst manually handling, lifting and/or carrying	Injured whilst handling, lifting, or carrying.	Another type of accident	Hit by moving, flying, or falling object.
Lifting or carrying	Hit by falling/flying object	Hit by moving, flying or falling object	Hit by moving, flying or falling object	Hit by a Moving, Flying, Falling Object	Driving related incidents.	Hit by moving, flying, or falling object.	Another type of accident
Hit fixed or stationary	Fell from a height	Fall from height	Hit something fixed or stationary	Driving Related incidents	Another type of incident (non-specific).	Caught between objects (e.g. nips of fingers/ hands)	Caught between objects (e.g. nips of fingers/ hands)

SECTION 10 – DEFINITIONS USED BY PSS

Term	PSS Definition
Direct Employee	Employees are direct hires to operating company.
Indirect Employee	Indirect hires directly involved with port operations such as contract stevedores or plant and equipment operators, directed by the company.
Work Hours	Total number of hours worked in an organisation. Split into direct and indirect employee hours and combined. May be estimated (using headcount and shift duration) or calculated, as recorded.
% Sickness Absence	Percentage of direct employees absent from work due to sickness.
Minor Injury	An injury that does not require treatment or requires a single first aid treatment. For example, bruises, minor scratches, burns, cuts and so forth, which do not ordinarily require medical care, and for which the person would typically return immediately to their normal activities. Such treatment and observation is considered first aid even if it is administered by a physician or registered medical professional.
Medical Treatment Injury (MTI)	Workplace injury, illness or disease resulted in a certain level of treatment given by a physician or other medical personnel under the standing orders of a physician and requiring more than first aid. This means treatment more than the following: Applying band-aids, gauze pads and butterfly bandages; use of non-rigid means of support like elastic bandages and wraps; cleaning wounds on the surface of the skin; removing splinters and drinking fluids to relieve heat stress.
Restricted Work Injury (RWI)	Restricted Work Injury is when a person is injured or suffers work-related ill health such that they cannot perform their normal duties. Therefore, they are transferred, temporarily to some other jobs (light duties).
Lost Time Injury (LTI)	A Lost Time Injury (LTI) is a work-related injury or disease that resulted in: time lost from work of at least one day beyond the day of the accident / incident.
Fatality	One or more deaths as a direct result of work activities.
RIDDOR Specified Injuries	(a)any bone fracture diagnosed by a registered medical practitioner, other than to a finger, thumb or toe; (b)amputation of an arm, hand, finger, thumb, leg, foot or toe; (c)any injury diagnosed by a registered medical practitioner as being likely to cause permanent blinding or reduction in sight in one or both eyes; (d)any crush injury to the head or torso causing damage to the brain or internal organs in the chest or abdomen; (e)any burn injury (including scalding) which— (i)covers more than 10% of the whole body's total surface area; or (ii)causes significant damage to the eyes, respiratory system or other vital organs; (f)any degree of scalping requiring hospital treatment; (g)loss of consciousness caused by head injury or asphyxia; or (h)any other injury arising from working in an enclosed space which— (i)leads to hypothermia or heat-induced illness; or (ii)requires resuscitation or admittance to hospital for more than 24 hours,
RIDDOR Injuries	Any person at work is incapacitated for routine work for more than seven consecutive days (excluding the day of the accident) because of an injury resulting from an accident arising out of or in connection with that work. Injuries to non-workers which result in them being taken directly to hospital for treatment.
RIDDOR Dangerous Occurrence	Specified under schedule 2 of RIDDOR (at this link).
Days Lost (Injury)	Number of days work lost following an incident resulting in injury.
Occupational Related Illness	Any confirmed case of work-related ill-health.
Days Lost (W-R Ill Health)	Number of days work lost following confirmed case of work-related ill health.
Body Part	Part of the body that has been injured in an incident.
Immediate Cause	Actions of people or conditions in the workplace, which are the most obvious acts, conditions or omissions that resulted in the incident.
Near Miss Incident	An event not causing harm but has the potential to cause injury, ill health or loss.

Term	PSS Definition
High Severity Incident (or High Potential)	An event that, if any one factor had been different, might easily have resulted in a potential fatality, life changing incident or serious loss.
Safety Alert	Communications issued when there is a specific safety issue that, without immediate action being taken, could result in an incident.
Health and Safety Observation	Unsafe or safe acts and/or conditions reported as workplace observations. Details what was seen and what was done.
Visible Felt Leadership Activities	Senior management walking operational areas and undertaking visible EHS leadership and interacting with personnel.
H&S Training	The number of training hours delivered i.e. number of people, multiplied by duration of course in hours. Excludes standard induction training. Setup as rate per direct and indirect employees.
CALCULATED METRICS USING ABOVE STATS	
Total Incidents	Composed of Minor Injury + MTI + RWI + LTI
TIR	Total Injury Rate is the sum of all fatalities, lost time incidents, medical treatment incident, and restricted work cases per 200,000 or 1 million work hours. Separated by direct and indirect employees and combined.
LTIFR	Lost Time Injury Frequency Rate is the number of Lost Time Injuries per hours worked during per 200,000 or 1 million hours worked. Separated by direct and indirect employees and combined.
AIR	The overall sum of all (Minor Injury + MTI + RWI + LTI) over a rolling 12-month period multiplied by 100,000 and divided by the average number of employees for the same 12-month rolling period. Separated by direct and indirect employees and combined.
Severity Rate (Injury)	Number of days lost per Lost Time Injury (LTI)
Severity Rate (W-R Ill Health)	Number of days lost per confirmed case of work-related ill health.