

Statistics report for the Ports Industry 2012/13p (provisional)

Introduction

This report examines the accidents reported in the ports industry over a five-year period from 2008/2009 to 2012/13p. The data represents accidents and dangerous occurrences reported to HSE under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995. A further section is included on enforcement activity carried out by HSE in the 3 years prior to 2012/13p.

In 2009 HSE transferred to a new industrial classification system (SIC 2007 from SIC 2003). The following tables provide 2012/13p figures and a back series of data under SIC 2007. Please note that the back series (before 2010/11p) has been mapped back and the figures provided for 2008/9 – 2009/10 are considered to be an estimate.

The analysis is divided by Standard Industrial Classifications (SIC), as defined in 2007, and focuses on five main industry categories (to SIC 4 digit level) either independently or as combined totals.

- 5010 Sea and coastal passenger water transport
- 5020 Sea and coastal freight water transport
- 5030 Inland passenger water transport
- 5040 Inland freight water transport
- 5222 Service activities incidental to water transportation

For the purposes of this report, data provided for Water Transport will include SIC 2007 codes 5010, 5020, 5030 and 5040, 5222 as identified above.

In a previous report for the port industry 2010/11p, an additional code was included in the analysis. This was 5224 for 'cargo handling'. There have been fluctuations in statistics produced from this SIC code over the last few years and therefore, a reliable comparison cannot be made over the years. Consequently, this code has not been included in this report for 2012/13p.

Accident figures for 2012/13p

Table 1.1 shows the combined accident figures for the 5 SIC codes above by severity for employees and members of the public (MOPs).

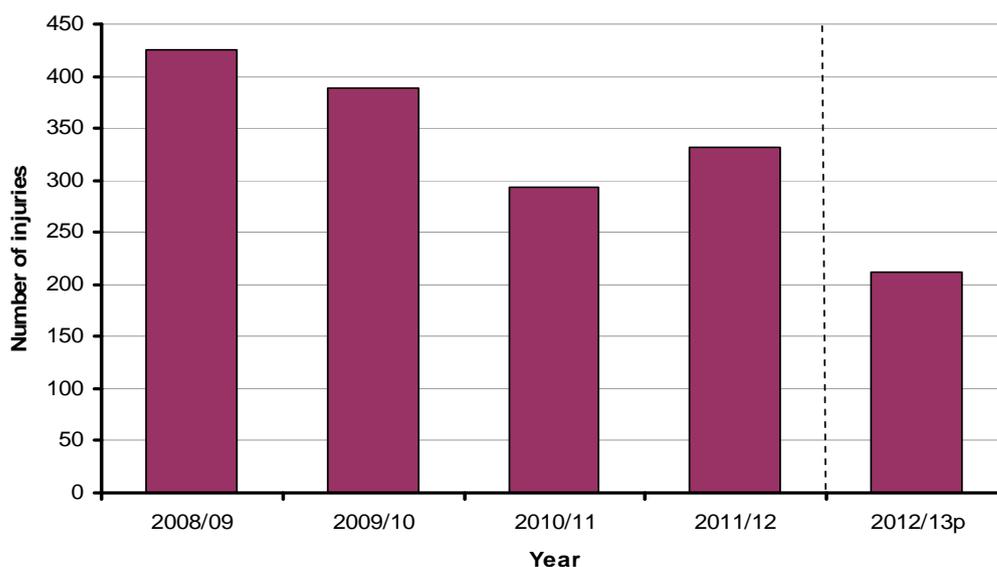
Table 1.1 – Number and rate of injuries to employees in water transport by injury severity as reported to all enforcing authorities under RIDDOR during 2012/13p

Injury severity	Number of injuries	Rate per 100 000 employees
Fatal - employees	0	0
Non-fatal major - employees	48	114.4
Over- 7-day - employees	164	390.9
Fatal to MOPs	0	-
Non-fatal to MOPs	12	-

- Rates are not available for members of the public

Accident trends

Figure 1.2 - Non-fatal injuries (major and over-3/7-day) to employees in water transport as reported to all enforcing authorities under RIDDOR during 2008/9 – 2012/2013



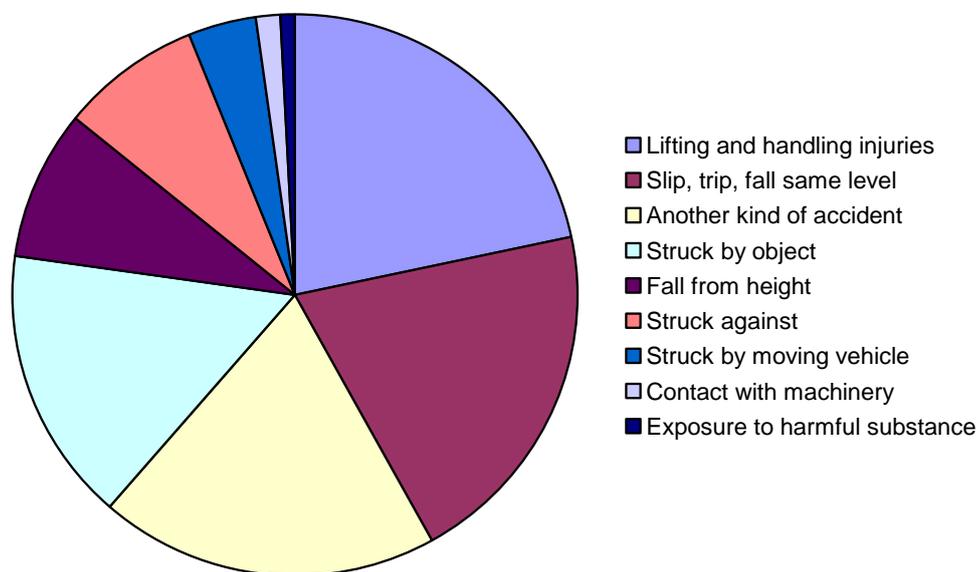
----- Series break from over-3-day to over-7-day injuries

Kind of accidents 2012/13p

Table 1.3 – Non-fatal major and over-7-day injuries to employees in water transport by kind of accident during 2012/13p

Kind of accident	Non-fatal injuries (%)
Lifting and handling injuries	21.7
Slip, trip, fall same level	20.3
Another kind of accident	19.3
Struck by object	16.0
Fall from height	8.5
Struck against	8.0
Struck by moving vehicle	3.8
Contact with machinery	1.4
Exposure to harmful substance	0.9

Figure 1.4 - Non-fatal major and over-7-day injuries to employees in water transport by kind of accident during 2012/13p



Dangerous occurrences

Table 1.5 – Reported dangerous occurrences as defined in the Reporting of Injuries, Disease and Dangerous Occurrence Regulations (RIDDOR) 1995 for water transport during 2012/13p

Dangerous occurrence by type	2010/11	2011/12	2012/13p
Failure, collapse or overturning of lifting machinery etc	15	15	11
Failure of any closed vessel including boiler or of any associated pipework	1	1	1
Failure of any freight container in any of its load-bearing parts	1	2	1
Electrical short circuit which results in the stoppage of the plant for more than 24 hours	1	2	0
Complete/partial collapse of scaffold over 5 m high	0	1	0
Collapse/partial collapse of any building or structure under construction involving over 5 tonnes of materials or any	0	1	0
Accidental release or escape of any substance sufficient to cause the death, major injury or illness	4	2	0
The breakage of gear used for or in connection with man-riding conveyors (mines)	0	1	0
Unintentional release of petroleum hydrocarbon on or from an offshore installation which results in a fire/explosion	1	0	0
Failure of equipment, or damage to an offshore installation having the potential to cause death or major injury	0	2	0
Total	23	27	13

Enforcement notices and prosecutions

Table 1.6 – Enforcement activity taken by HSE* under the specified SIC 2007 codes (2010/11 – 2012/13p)

SIC 2007 code	Improvement notices				Prohibition notices**			
	2010/11	2011/12	2012/13	Total	2010/11	2011/12	2012/13	Total
5010	0	1	4	5	0	0	0	0
5020	1	0	4	5	0	0	0	0
5030	1	0	0	1	1	0	0	1
5040	0	0	0	0	0	0	0	0
5222	0	11	8	19	3	7	1	11

SIC 2007 code	Prosecutions			
	2010/11	2011/12	2012/13	Total
5010	0	0	0	0
5020	0	0	0	0
5030	0	0	0	0
5040	0	0	0	0

5222	3	1	4	8
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Table Caveats

RIDDOR

Starting in 2010/2011 HSE data will be collected and, later, published using SIC 2007 rather than SIC 1992 and SIC 2003. Earlier data collected using SIC 1992/2003 may be used in publications after recoding it into SIC 2007 to show trends. There may be errors introduced as a result of such recoding and we will clearly annotate any series which we believe to have been affected by a discontinuity.

The ports and docks industry has been coded according to the parameters of the SIC 2007 coding system, and the most appropriate SIC codes have been selected within this analysis. However, this does not preclude the possibility that there are other accidents relating to the ports and docks industry which have been included within different SIC codes, and the following analysis will therefore not include such data.

Most notably for the transport industry as a whole is the fact that considerable overlap exists between codes relating to transport, and codes relating to warehousing, as many organisations are involved in elements of both types of work but can only be coded to one. These limitations should therefore be taken into account when interpreting the figures within this report.

The legal reporting requirement changed in April 2012, from over-3-days' incapacitation to over-7-days, see www.hse.gov.uk/statistics/riddor-notification.htm.

From 1 October 2013, the reporting criteria of RIDDOR changed slightly ('RIDDOR 2013' replacing 'RIDDOR 95'). However, this change does not currently affect the figures in the above tables/charts. For more information please see www.hse.gov.uk/riddor/reportable-incidents.htm.

General caveats on RIDDOR data

[RIDDOR data needs to be interpreted with care because it is known that non-fatal injuries are substantially under-reported. Currently, it is estimated that just over half of all such injuries to employees are actually reported, with the self-employed reporting a much smaller proportion. \(Further information on the caveats that should be applied to analysis of RIDDOR data\).](#)

1. Counts of non-fatal injuries reported under RIDDOR will almost always underestimate by a considerable amount the total that would have been recorded if there had been 100% reporting.
2. Any comparisons between different subsets within RIDDOR data (e.g. comparisons between one industrial sector and another) need to take account of the possibility of there being markedly different reporting levels in the subsets being compared.

Small Numbers

[This output includes counts that are relatively small numbers. \(Further information that explains the need for caution when making comparisons that involve small numbers\).](#)

A further factor that needs consideration when numbers are small is that the coding of data is by its nature an error-prone process. Miscoding is more likely to occur as the coding becomes more detailed. Thus, for example, when the industrial sector (SIC) or nature of employment (SOC) is coded to a four-digit level coding errors may have an important bearing.

Dangerous Occurrences

¹Reported and defined under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995. The incidents detailed were recorded as meeting the criteria for reporting under RIDDOR upon their initial notification to the Incident Contact Centre (ICC).

²Identified by Standard Industrial Classification (SIC) 2007.

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From 12 September 2011, HSE introduced a new system for the notification of RIDDOR incidents, with reporting now being predominantly online, using newly designed forms and online guidance. Whilst overall numbers are consistent with the previous system, for dangerous occurrences it has been observed that some incidents entered on the system are not legally reportable as a dangerous occurrence, for example, workplace complaints. All efforts have been made to identify and exclude these 'not reportable' records from analyses, though some may remain. Further, it has also been observed that some notifiers do not select the most appropriate dangerous occurrence 'type' from those available, when entering the report. Therefore, caution should be exercised in making comparisons between latest data and previous years. More information on how this change to the RIDDOR system affects statistics for 2011/12 onward is at: www.hse.gov.uk/statistics/sources.htm#riddor

Enforcement

*In Scotland HSE and local authorities investigate potential offences but cannot institute legal proceedings. HSE and local authorities send a report to the Crown Office and Procurator Fiscal Service (COPFS). COPFS makes the final decision whether to institute legal proceedings and which offences are taken. For more information, please see www.hse.gov.uk/statistics/sources.htm#enforcement.

** Prohibition notice figures include both immediate and deferred prohibition notices.

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The above figures exclude enforcement activity taken by the Office for Rail Regulation (ORR).