



Work-Related Accidents Monitor 2025

Summary in English

Part I: Key figures

The Netherlands Labour Authority (hereafter: the Labour Authority) supports employers in preventing work-related accidents. Based on information collected by inspectors during accident investigations, the Labour Authority publishes analyses of patterns and characteristics of work-related accidents. These publications are intended to help employers, sectors and industries learn from accidents and to inform interventions aimed at improving occupational safety. The annual Monitor on Work-Related Accidents is one such publication.

This first part of the Monitor on Work-Related Accidents 2025 presents a statistical overview of notifiable work-related accidents, that is, accidents resulting in absence from work, permanent injury or death (hereafter: work-related accidents). The figures cover accidents that were reported to the Labour Authority, investigated, determined to be notifiable, and whose case files were closed in 2025.

In 2025, the Labour Authority completed 2,230 investigations into work-related accidents. This corresponds to 24 work-related accidents per 100,000 jobs. These accidents involved

2,267 victims, 40 of whom died as a result of the accident. In 33% of cases, the accident resulted in permanent injury, while in 58% of cases the injury was considered likely to be non-permanent. Overall, the key figures are broadly in line with those reported in previous years, although the number of completed investigations was higher in 2025 than in 2024.

Falls were the most common type of accident. Other accident types that accounted for a substantial share of cases involved victims being struck by an object, coming into contact with work equipment or another object, or being hit by a vehicle or other mobile work equipment. The types of work equipment most frequently involved were forklift trucks, pallet trucks and various types of ladders. Part II of this monitor examines work-related accidents involving collisions with forklifts and other warehouse vehicles in greater detail.

Men account for a disproportionately large share of work-related accident victims relative to their share of the labour force. The same applies to workers aged 55 and over. Temporary agency workers are also overrepresented among victims.

Most investigated work-related accidents occurred in the sectors Manufacturing, Construction, Trade, and Transport and Storage. Relative to the number of jobs in each sector,

work-related accidents occurred comparatively often in Water Supply and Waste Management, Construction, Manufacturing, and Agriculture, Forestry and Fishing. Finally, most work-related accidents occurred in smaller companies, defined here as those with fewer than 10 employees, even after taking account of the number of jobs in that size category.

In addition to this first part, which presents the key figures, Part II contains a thematic section on collisions involving forklifts. Part III provides summary tables presenting key figures at victim level rather than accident level. The methodological details underpinning the Monitor on Work-Related Accidents are provided in a separate appendix.

Part II: Thematic section

This thematic section of the Monitor on Work-Related Accidents 2025 examines work-related accidents involving collisions with forklift trucks and comparable mobile work equipment used for internal transport, such as pallet trucks, reach trucks and telehandlers.

Between 2020 and 2025, the Labour Authority investigated 309 work-related accidents involving collisions with forklifts and similar internal transport vehicles. Most of these accidents occurred in the sectors Transport and Storage, Manufacturing,

and Trade. In ten cases, the victim died. Fractures to the feet, legs and ankles were also common.

Most collisions were not caused by a technical defect or poor control of the vehicle. Rather, they followed a recurring pattern: the driver and the victim did not notice each other, or did not do so in time. This was not due solely to physical obstructions to visibility, such as loads, pallets or racking. Inattentional blindness is also likely to play a role: people do not consciously register a dangerous situation, even though it is within their field of vision.

In their post-accident reports, employers set out a broad range of planned measures to prevent collisions involving forklift trucks. Many of the measures mentioned are organisational in nature, including measures relating to instruction, behavioural change, planning and supervision. Other measures focus on control at source or are technological in nature, such as reducing the number of forklift trucks or installing automatic detection systems.

In addition to this thematic section, Part I of the Monitor presents the key figures on work-related accidents. Part III contains summary tables presenting key figures at victim level. The methodological details underpinning the Monitor on Work-Related Accidents are provided in a separate appendix.

Netherlands Labour Authority
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