



MARINE
Safety Forum

MSF Statistics Report 2020

Non-contributor report.

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Introduction.

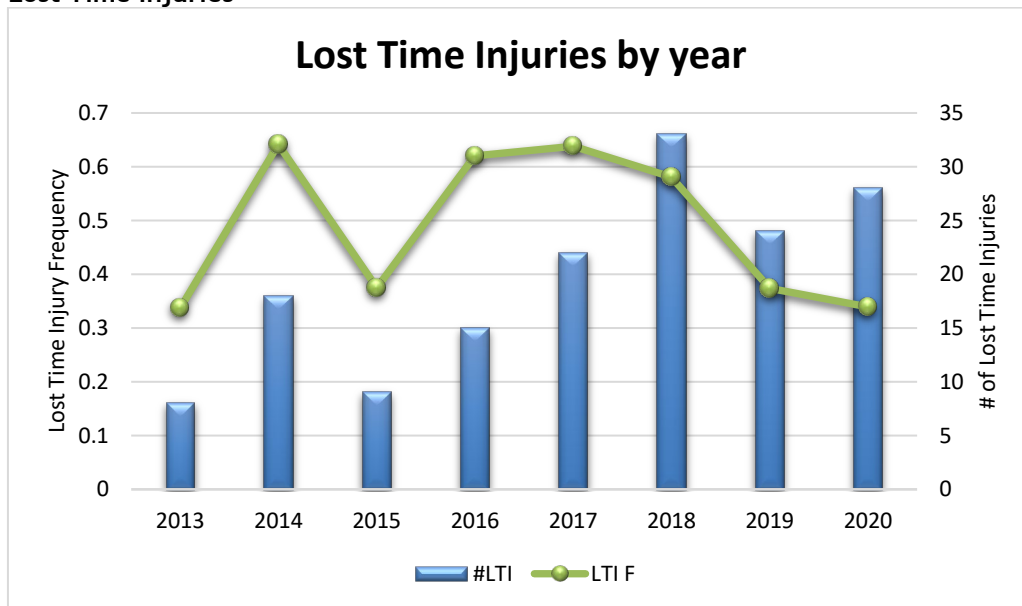
- Following on from the success of previous reports, the MSF has again produced this annual membership statistics report up to the end of 2020.
- This report utilises data from 18 different member companies.
- Data ranges from 5 years to just 1 year depending on what the companies were able to provide.

Year	# of Company data
2013	4
2014	6
2015	6
2016	7
2017	10
2018	13
2019	15
2020	18

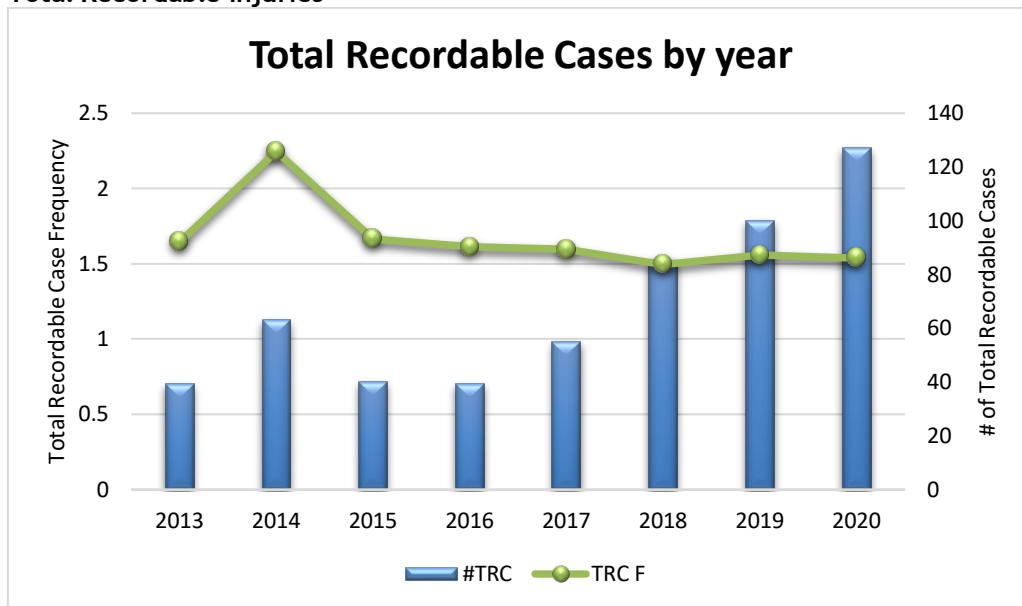
- All member data provided to the MSF is treated in the strictest confidence.
- The aim of the MSF Safety Statistics and this report is to:
 - Identify industry problem areas.
 - Focus MSF communication (Safety Alerts, guidance documents) on areas that need it most.
 - Quantify industry safety standards so that they can be measured for years to come to assess and encourage improvement.
- This report contains sections called '*Membership Statistical Results*' where the data from all companies is combined to enable to comparison of the statistics for each of the last 5 years to show overall MSF membership rolling performance.
- The report contains topics of analysis which have been divided into lagging and leading indicators.
- The report also calculates and compares an overall lagging and leading frequency for each company and the membership in total (The formulas for which can be seen in the 'Abbreviations and Definitions' section.)
- This report (and previous reports) and the data submission template can be found at the MSF website <https://www.marinesafetyforum.org/stats/>
- This report only shows that data for the entire membership. A separate more detailed report is available but only for those companies that have contributed data to allow for anonymous benchmarking with other companies and the industry.

Membership Statistical Results Lagging Indicators

Lost Time Injuries



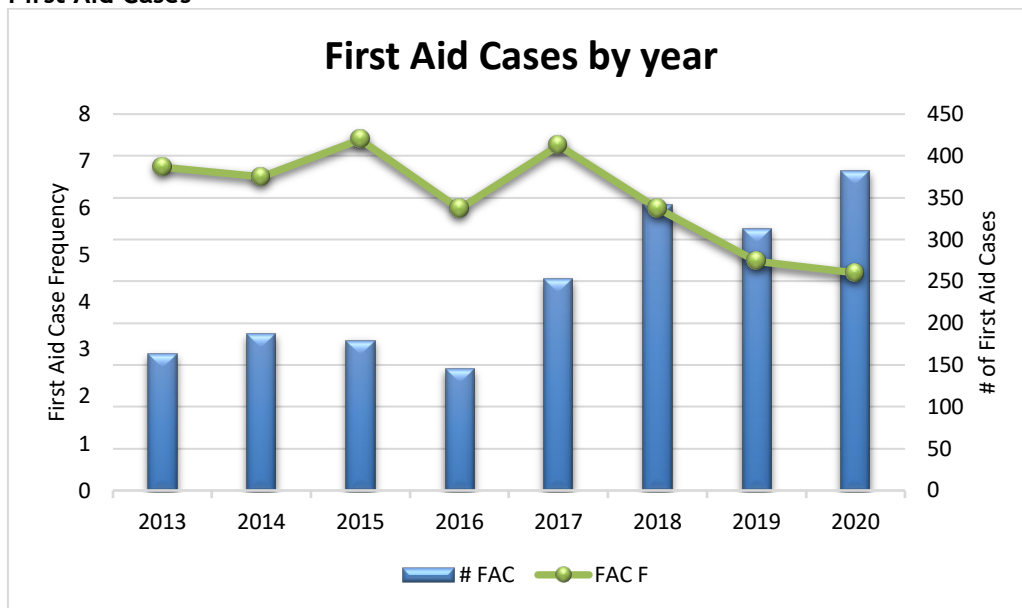
Total Recordable Injuries



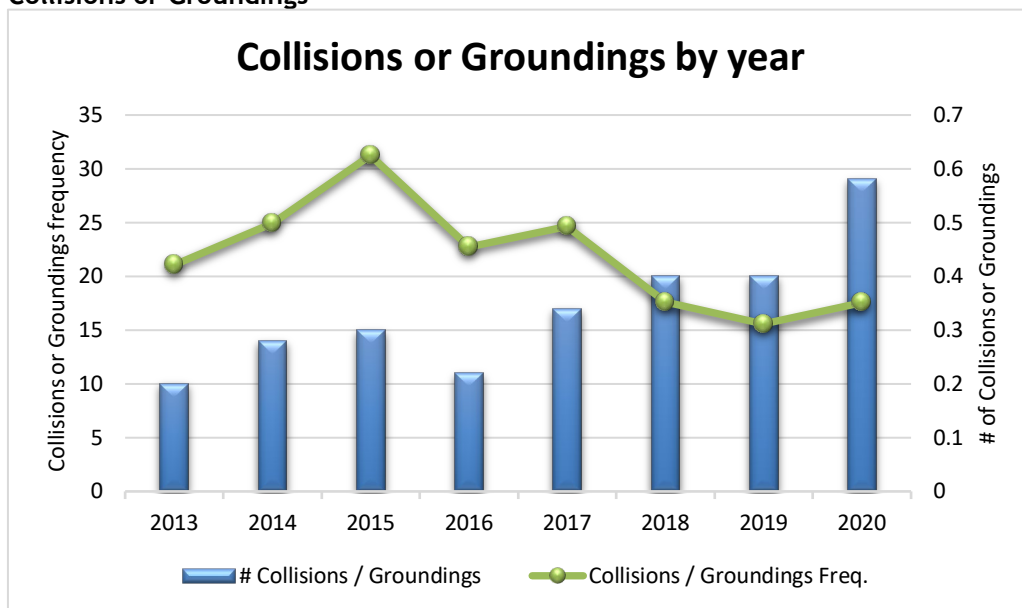
Notes:

- #LTI & #TRC are not directly comparable due to some companies not submitting 5 years of data.

First Aid Cases



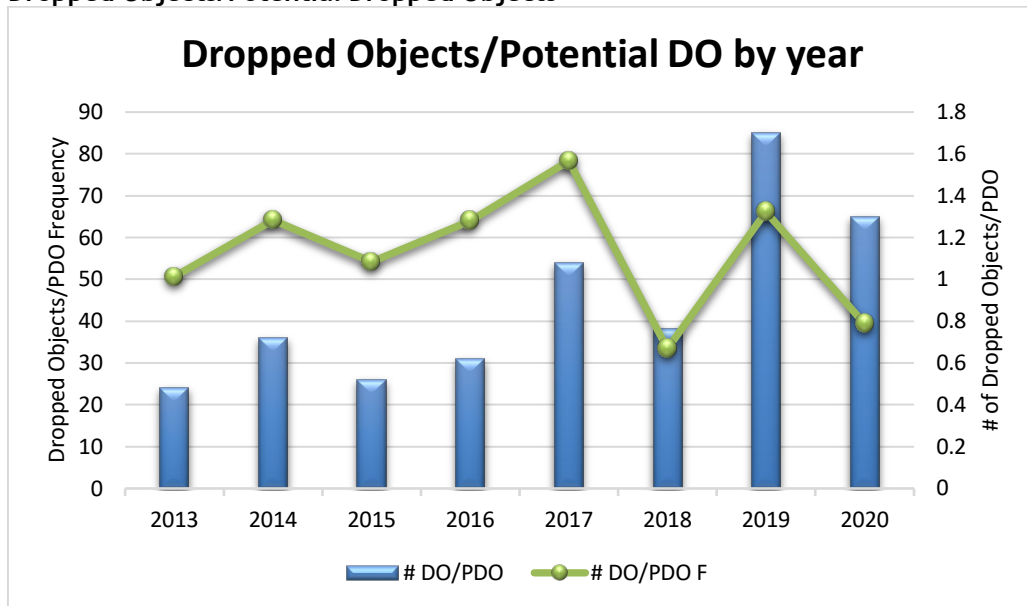
Collisions or Groundings



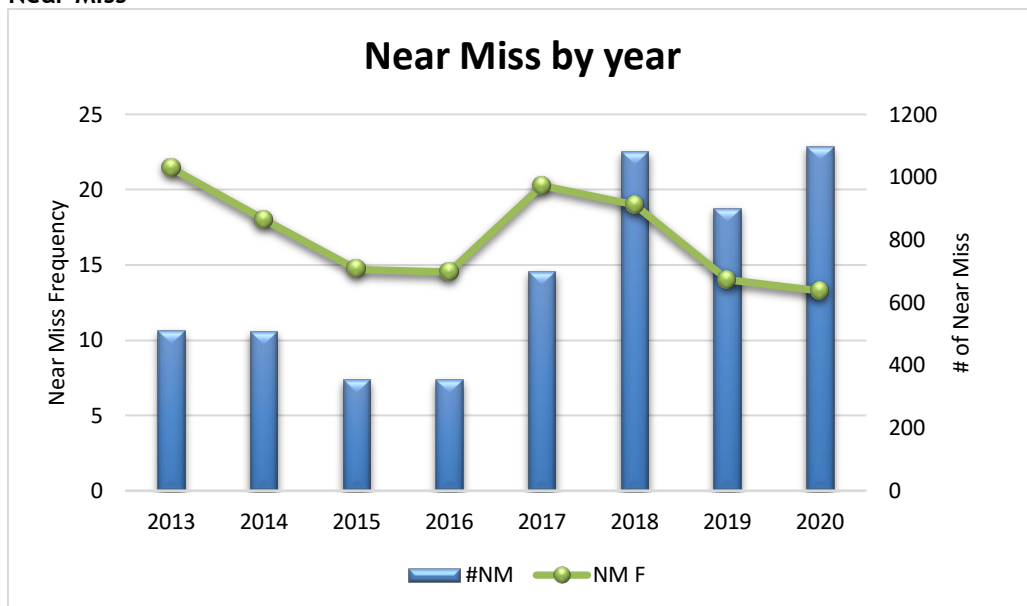
Notes:

- *#NM & #Collisions/Groundings are not directly comparable due to some companies not submitting 5 years of data.*

Dropped Objects/Potential Dropped Objects



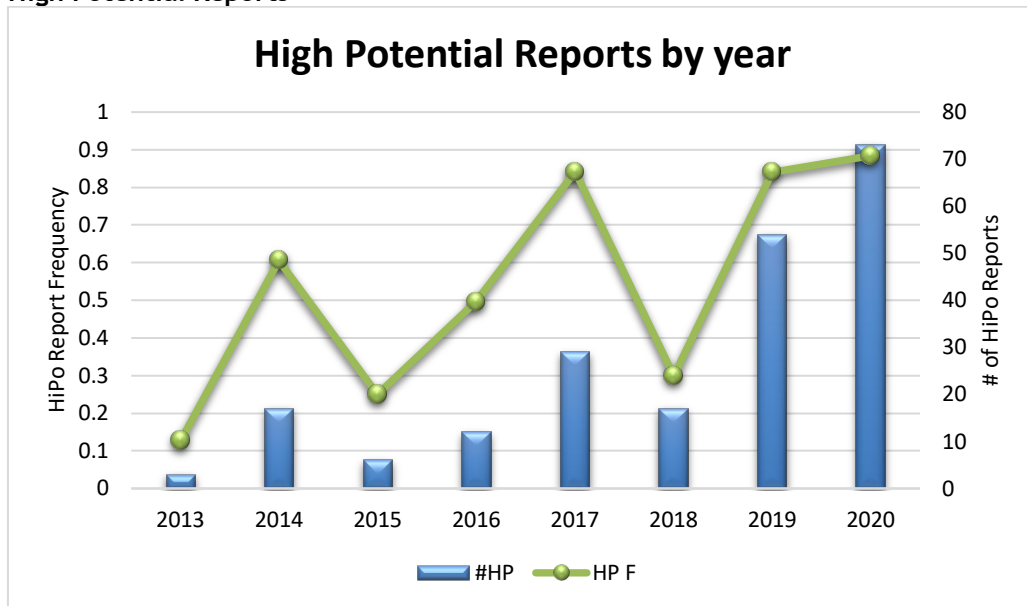
Near Miss



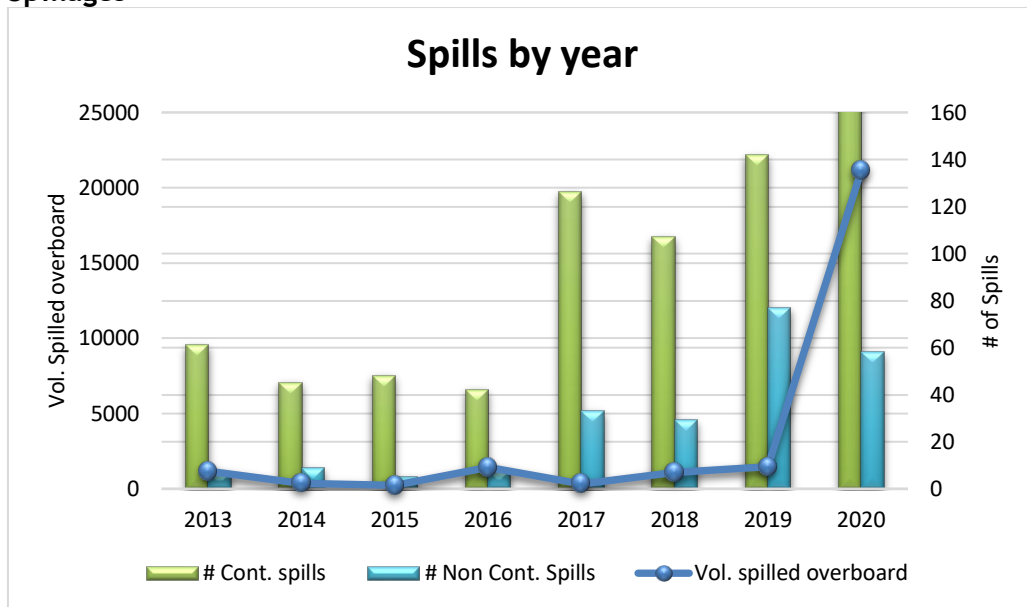
Notes:

- #DO/DPO & #NM are not directly comparable due to some companies not submitting 5 years of data.

High Potential Reports



Spillages



Notes:

- #HP and #Spills are not directly comparable due to some companies not submitting 5 years of data.

Leading Indicators

Safety Observations



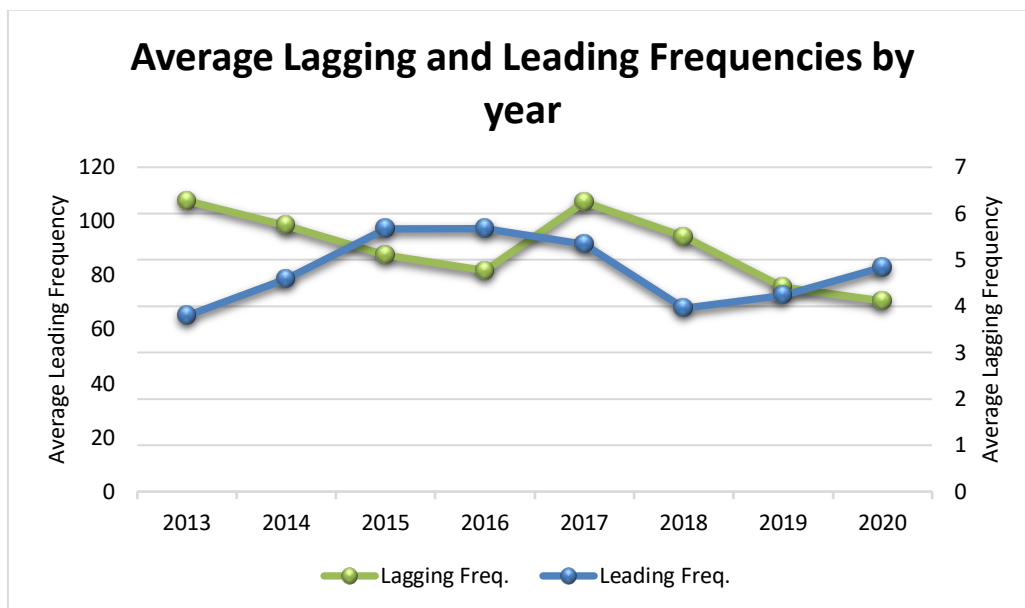
Senior Leader Visits



Notes:

- #SV are not directly comparable due to some companies not submitting 5 years of data.

Lagging vs Leading Indicators

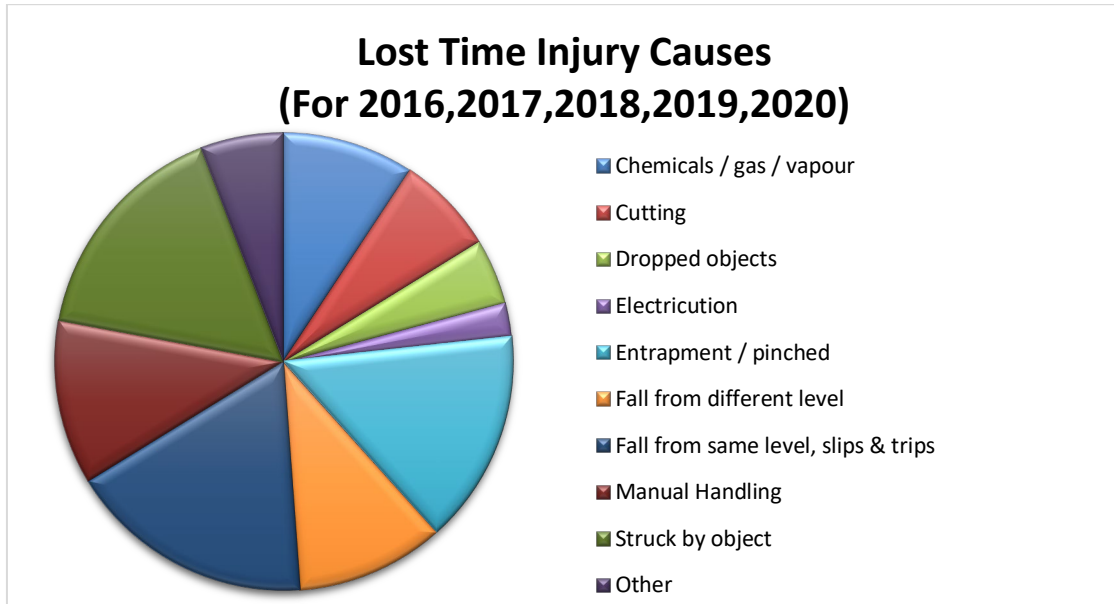


Notes:

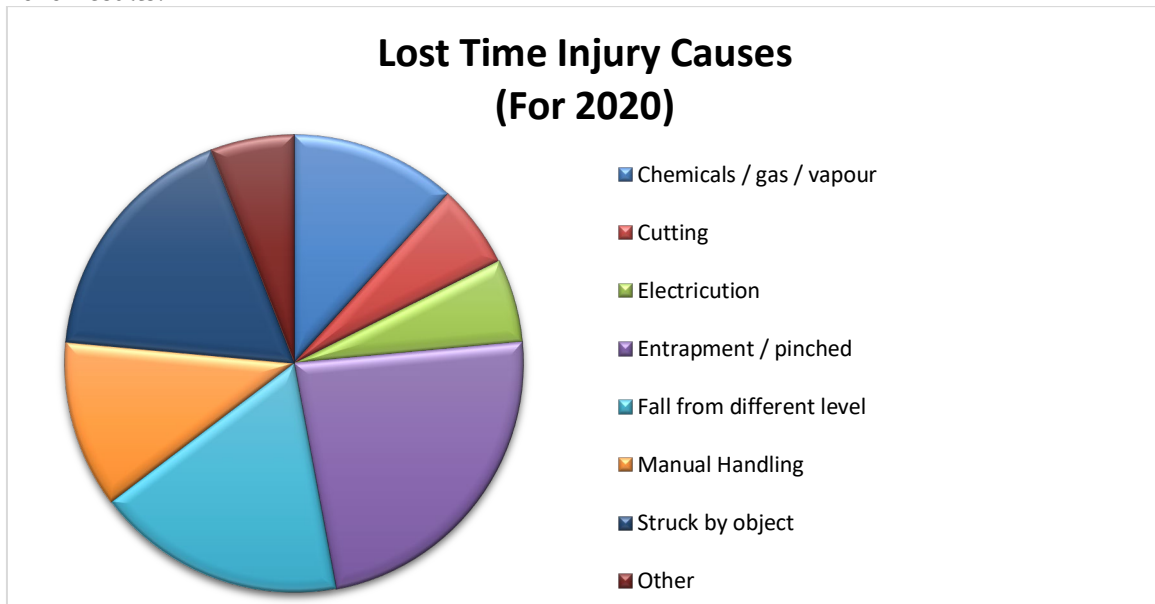
- *For definitions of lagging and leading indicators please see section 'Abbreviations and Definitions'*

Incident Causes Lost Time Injury Immediate Causes

Five Year Results:



2020 Results:

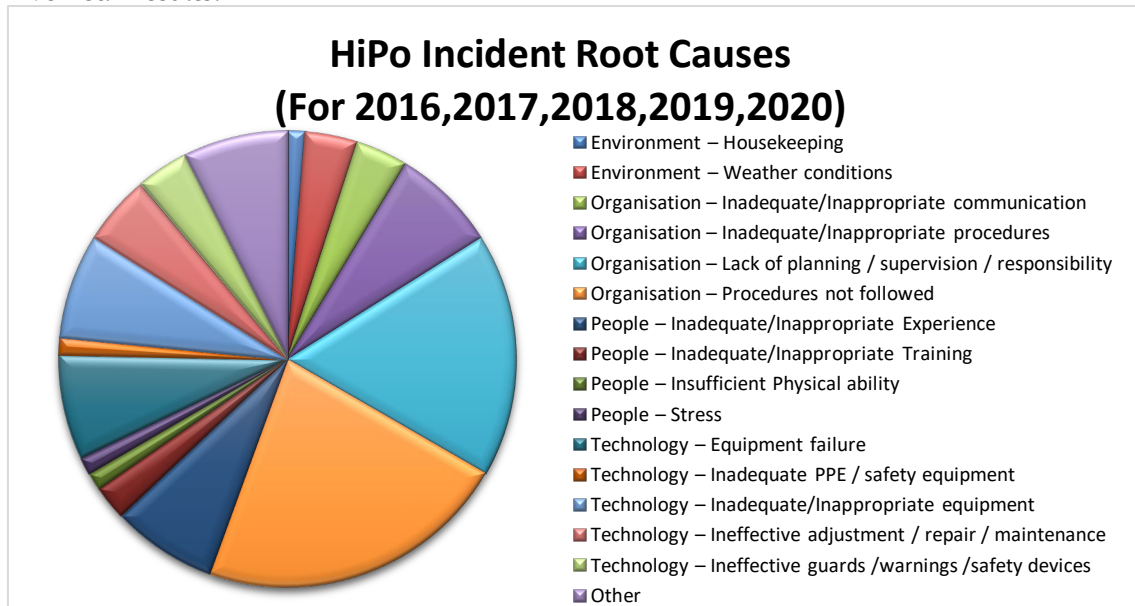


Notes:

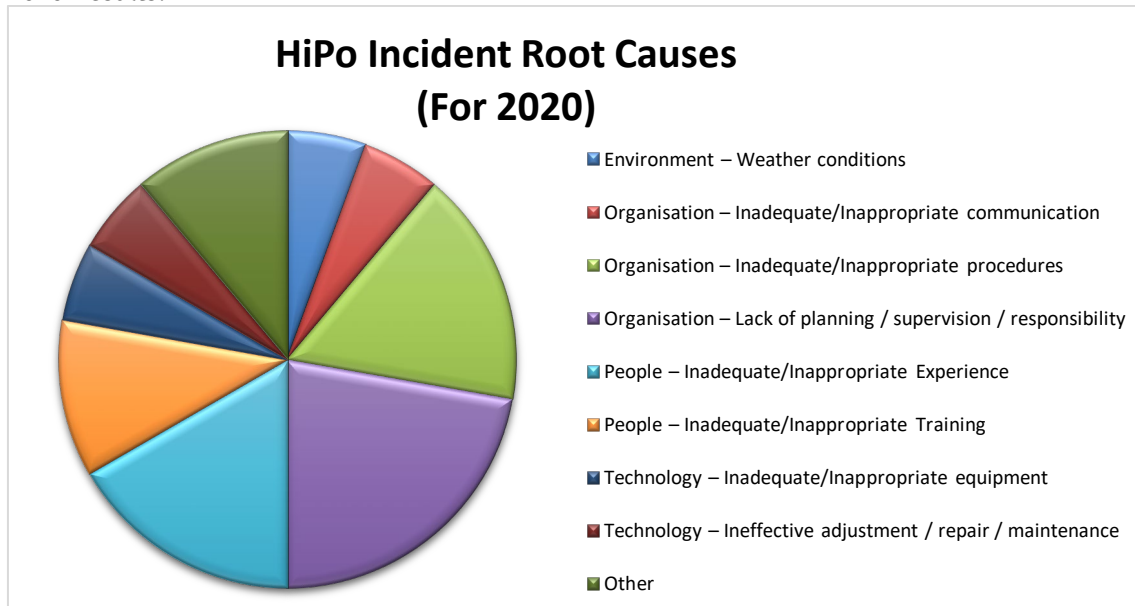
- Causes that were not attributed to an incident are not shown in the charts above. See appendix.

High Potential Report Root Causes

Five Year Results:



2020 Results:



Notes:

- Causes that were not attributed to an incident are not shown in the charts above. See appendix.

MSF Safety Alerts

History

The following chart shows the number of safety alerts published by the MSF.

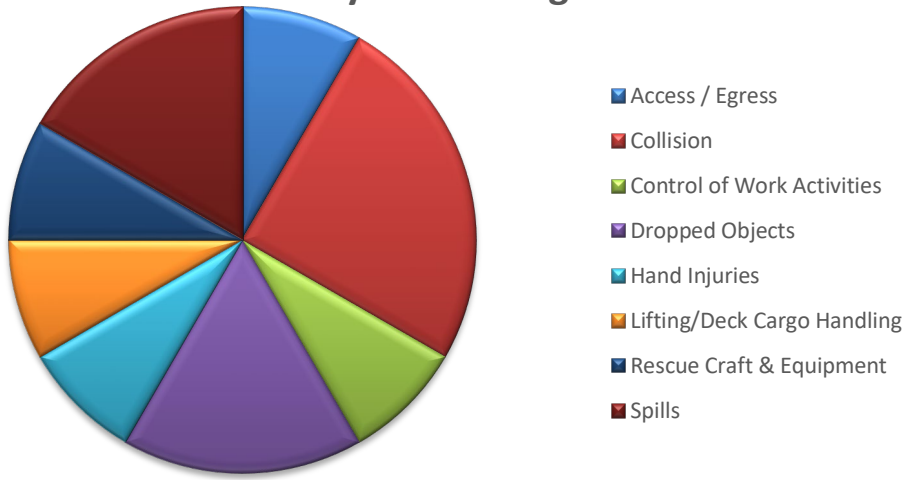


Categories

The following chart shows the number of safety alerts published for each category.



2020 Safety Alert Categories



Observations and Conclusions

Membership Statistical Results

- For the third year in a row the *LTIF* of the member companies that have contributed data has fallen, however only slightly in 2020. Both *LTIF* and *TRCF* essentially remained at the same level for 2020 compared to 2019. Similar to *LTIF*, *FACF* has also seen a drop for a second year which would suggest that injury rates in general are declining.
- 2020 saw a slight decline in Near Miss for the third year in a row and dropped objects significantly reduced from the high in 2019.
- 2020 unfortunately saw a dramatic increase in *the number of spills and quantity in the water however this was heavily influenced by one event*.
- The Safety Observation frequency saw a sizable increase in 2020 and for the second year running.
- With the difficulties surrounding COVID restrictions, the membership saw a big reduction in Senior Leader vessel visits.
- The *Average Leading Frequency* was previously declining but has now increased for the past two years thanks to the continued increases in safety observations.
- In contrast the *Average Lagging Indicator Frequency* has now seen improvement for the third year in a row.

Incident Causes

- '*Slips trips and falls*' remains the most common cause in the historic LTI data and was one of the highest again in 2020. The industry is still struggling to identify ways in which to reduce this cause.
- '*Dropped objects*' (caused by gravity) and '*Struck by object*' (caused by a force other than gravity) combined also remain recurring causes in the historic LTI data. However, 2020 saw no LTI caused by a dropped object, which would suggest that the member data is more influenced by potential dropped objects than actual.
- Once again 2020 LTI causes are heavily influenced by close quarters factors such as '*Cutting*', '*Entrapment*' and '*Manual Handling*' which reminds us of the importance on maintaining high personal safety standards at all times.
- Around half of all High Potential reports since 2016 were assigned the root cause of '*Lack of planning / supervision / responsibility*' and '*Procedures not followed*' which would suggest that the industry still needs much improvement on an organisational level. This is again backed up by the fact that the second most common category of safety alerts since 2003 remains '*Control of work activity*' and 2020 again saw more alerts on that topic. The membership are encouraged to forward safety alerts to the MSF especially when they related to areas of concern identified in this report.

Appendix

Abbreviations and Definitions

The following abbreviations were used in this report:

- LTI - Lost Time Injury
- TRC - Total Recordable Cases (LTI+RWC+MTC)
- RWC - Restricted Work Cases
- MTC - Medical Treatment Case
- FAC - First Aid Case
- INC - Collisions or Grounding Incidents
- DO / PDO - Dropped Object / Potential Dropped Object
- NM - Near Miss
- HP - High Potential
- HiPo - High Potential
- SO - Safety Observation
- SV - Senior Leader (Management) Visit
- SA - Safety Alerts (submitted to MSF)

- All of the above followed by the suffix 'F' means the respective frequency:

$$\text{Frequency} = \frac{\text{Number of reports} \times 1,000,000}{\text{Manhours}}$$

- Average Lagging Frequency = $\frac{\text{TRCF} + \text{FACF} + \text{NMF} + \text{INCF} + \text{DOF}}{5}$
- Average Leading Frequency = $\frac{(\text{SOF} \div 10) + \text{SVF} + \text{SAF}}{3}$
- For the purposes of this report, Safety Observations are to be considered a POSITIVE intervention to avoid an incident in future.
- 'Senior Leader (Management) for the purposes of this report is to be considered as executive and/or senior management level.

Causes

The following causes were given as options for the LTI immediate cause:

- Chemicals / gas / vapour
- Cutting
- Dropped objects (caused by gravity)
- Electrocution
- Entrapment / pinched
- Fall from different level
- Fall from same level, slips & trips
- Manual Handling
- Struck by object (caused by a force other than gravity)
- Other

The following causes were given as options for the HiPo Report root cause:
Technology - Equipment failure

- Technology - Inadequate/Inappropriate equipment
- Technology - Inadequate/Inappropriate tools/materials
- Technology - Ineffective guards /warnings /safety devices
- Technology - Inadequate PPE / safety equipment
- Technology - Ineffective adjustment / repair / maintenance
- Organisation - Inadequate/Inappropriate procedures
- Organisation - Procedures not followed
- Organisation - Lack of planning / supervision / responsibility
- Organisation - Inadequate/Inappropriate communication
- Organisation - Lack of resources
- Environment - Housekeeping
- Environment - Weather conditions
- Environment - Temperature extremes
- Environment - Noise
- Environment - Lighting
- Environment - Ventilation
- People - Inadequate/Inappropriate Experience
- People - Inadequate/Inappropriate Training
- People - Insufficient Physical ability
- People - Fatigue
- People - Stress
- Other

Submission Form

The following form was used for the submission of data used in this report:



Vessel Operator Safety Statistics

Information shared with the MSF will be treated in the strictest confidence

Company name			
Areas of Operation	Africa		
	Asia/Pacific		
	Europe		
	Middle East		
	North America		
	South America		
	Other		

Year			
Number of Vessels			
Type of Vessel Fleet	Anchor Handling Tug Supply		
	Emergency Response & Rescue Vessel		
	PSV		
	Seismic		
	Subsea Support Vessel		
	Windfarm		
	Other		

Man Hours recorded	
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Indicators	
Number Of Fatalities	
Number of Lost Time Incidents	
Number of Restricted Work Cases	
Number of Medical Treatment Cases	
Total Number of Recordable accidents	
Number of First Aid Cases	
Number of collisions / Groundings	
Number of Dropped or potential dropped objects	
Number of Near Miss reports	
Number of Hi-Po reports	
Number of Safety Observations	
Number of Senior Leader visits	
Number of Safety Alerts sent to MSF	

Environmental	
Number of Contained Spills	
Number of Non Contained Spills	
Approx. volume (litres) of total Non Contained Spills	

Lost Time Frequency Rate, Based on 1 Million Man Hours	
Total recordable Frequency Rate, Based on 1 Million Man Hours	
Safety Observation Frequency Rate, Based on 1 Million Man Hours	

Fatality / LTI Causes	
LTI 1	
LTI 2	
LTI 3	
LTI 4	
LTI 5	
LTI 6	
LTI 7	
LTI 8	
LTI 9	
LTI 10	

Hi-Po Causes	
Hi-Po 1	
Hi-Po 2	
Hi-Po 3	
Hi-Po 4	
Hi-Po 5	
Hi-Po 6	
Hi-Po 7	
Hi-Po 8	
Hi-Po 9	
Hi-Po 10	

Further Comments:	
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