



**MARINE**  
Safety Forum

# MSF Statistics Report 2025

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 2025.
- This report utilises data from 25 different member companies in total.
- Organisational mergers and acquisitions within the industry is the main cause of the reduced number of contributing companies in both 2024 and 2025.
- Data ranges from 5 years to just 1 year depending on what data the companies were able to provide.

Year	# of Company data
2021	17
2022	20
2023	20
2024	17
2025	16

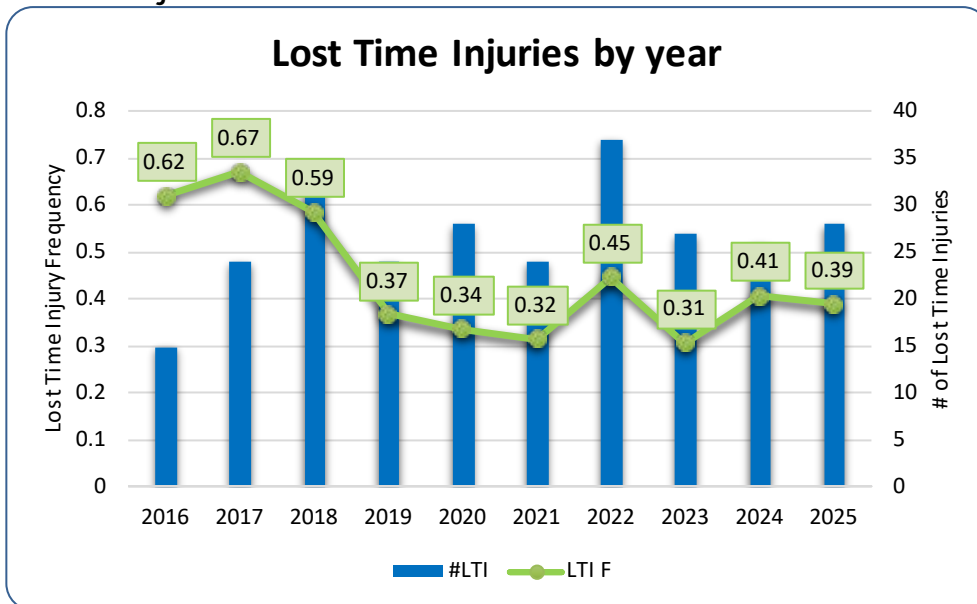
- All member data provided to the MSF is treated in the strictest confidence.
- The aim of the MSF Safety Statistics and this report is to:
  - Provide anonymous benchmarking feedback to our members that contribute data (OVMSA).
  - Identify industry problem areas.
  - Focus MSF communication (Safety 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 '*Company Statistical Results*' in which the data submitted by each company is directly compared to other companies. This is done on an anonymous basis and each company is given a unique reference which represents their data throughout the report.
- 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.



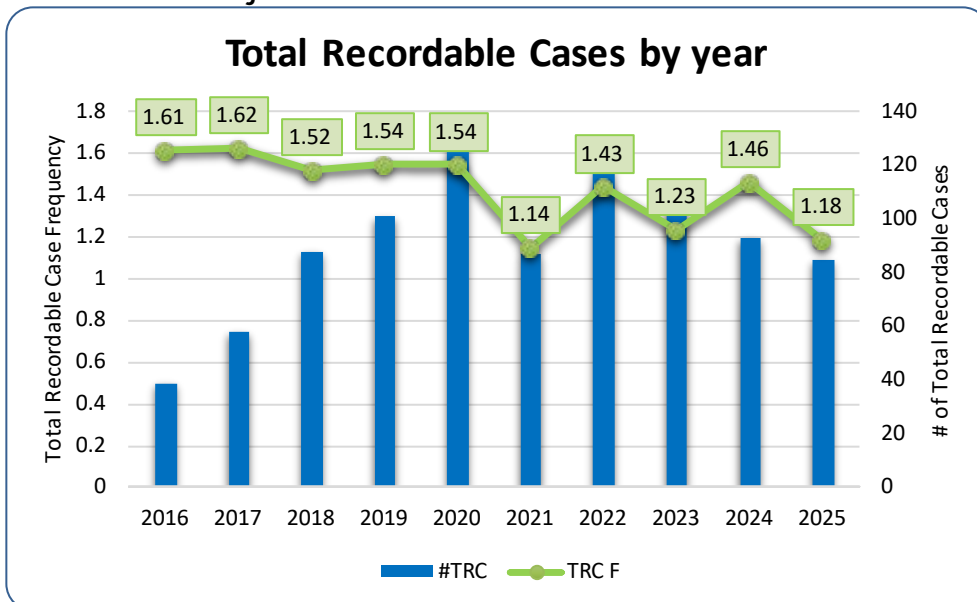
## Membership Statistical Results

### Lagging Indicators

#### Lost Time Injuries



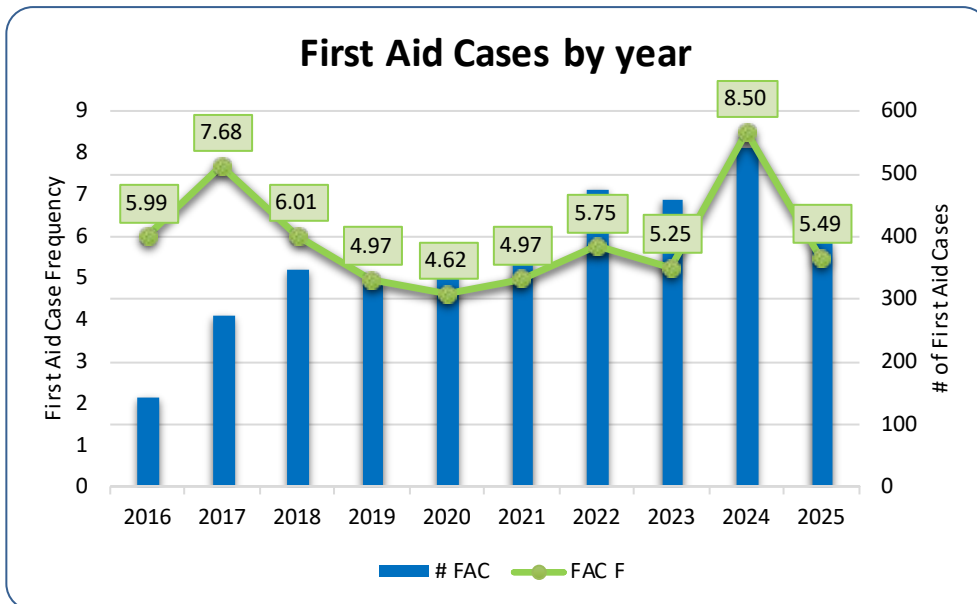
#### Total Recordable Injuries



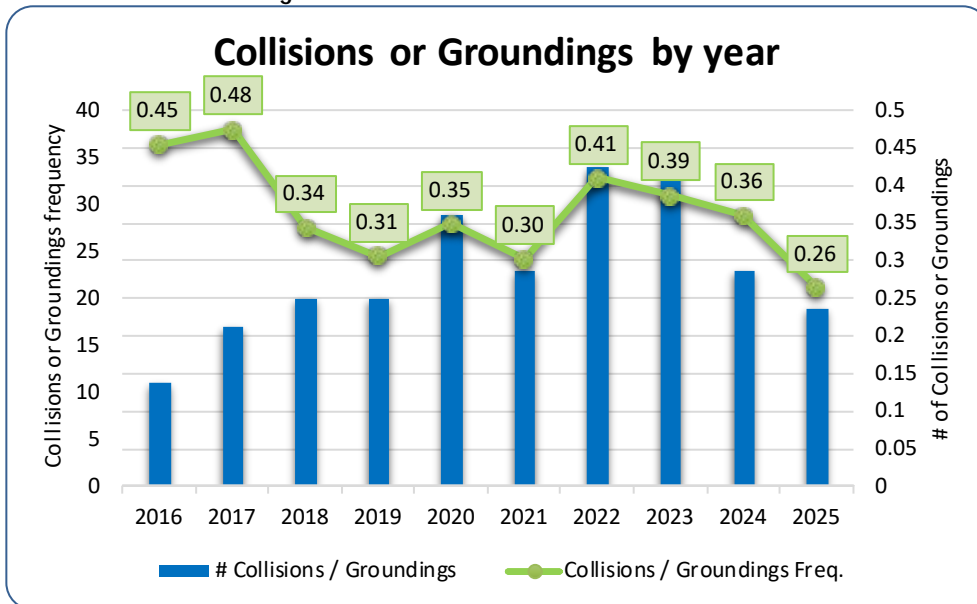
**Notes:**

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

### First Aid Cases



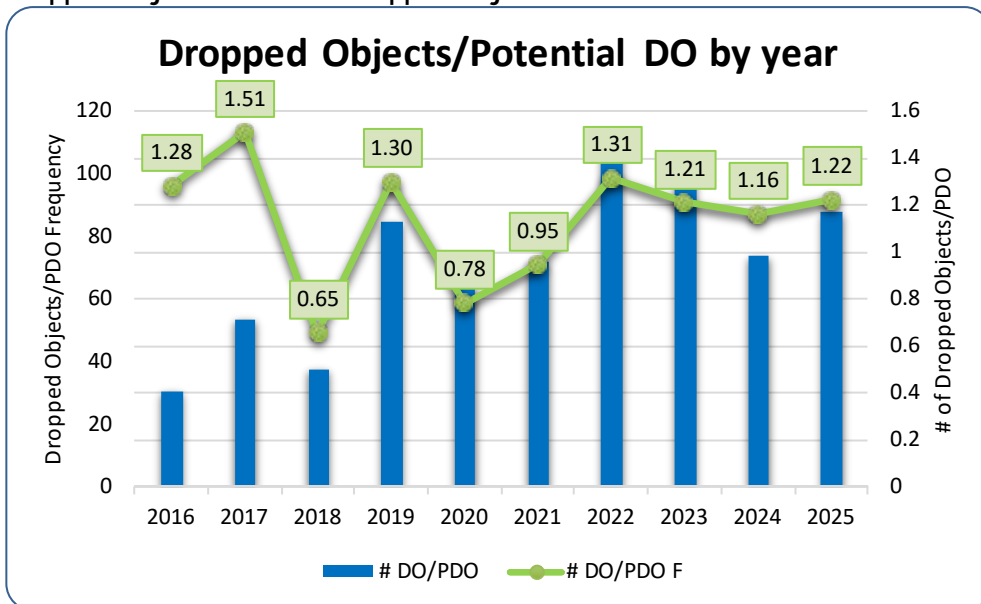
### Collisions or Groundings



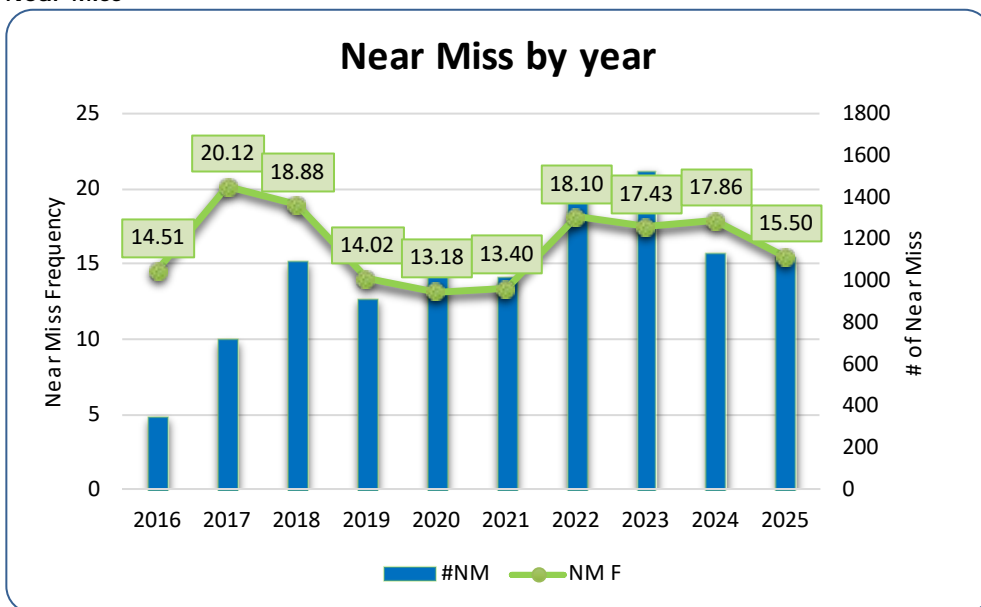
**Notes:**

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

### Dropped Objects/Potential Dropped Objects



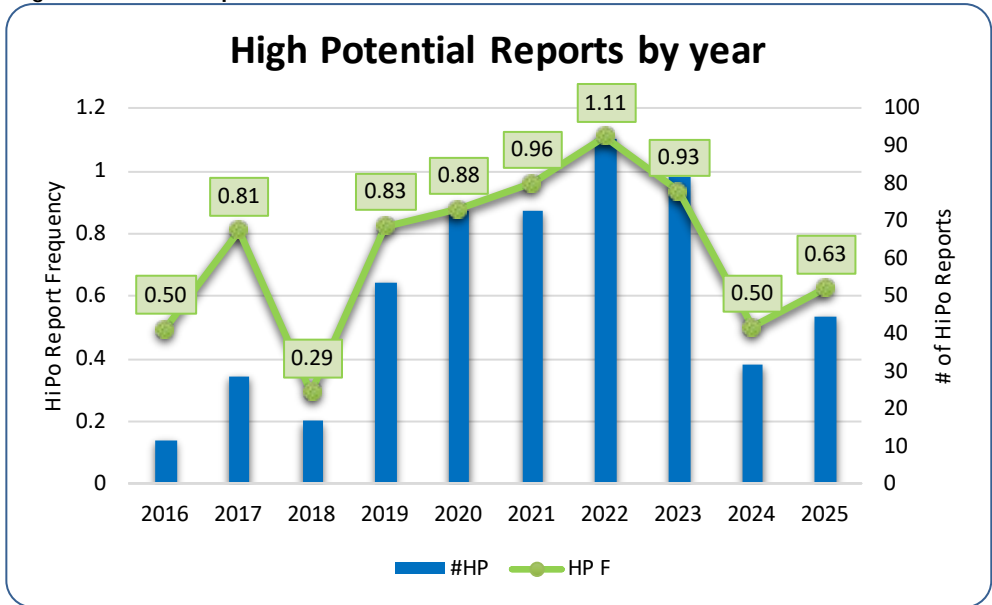
### Near Miss



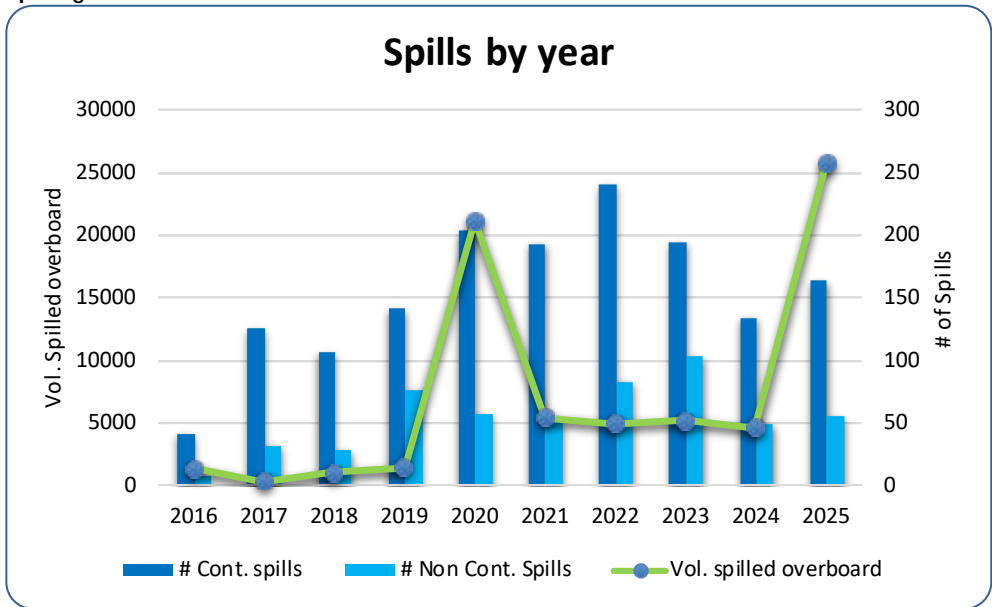
**Notes:**

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

### High Potential Reports



### Spillages



**Notes:**

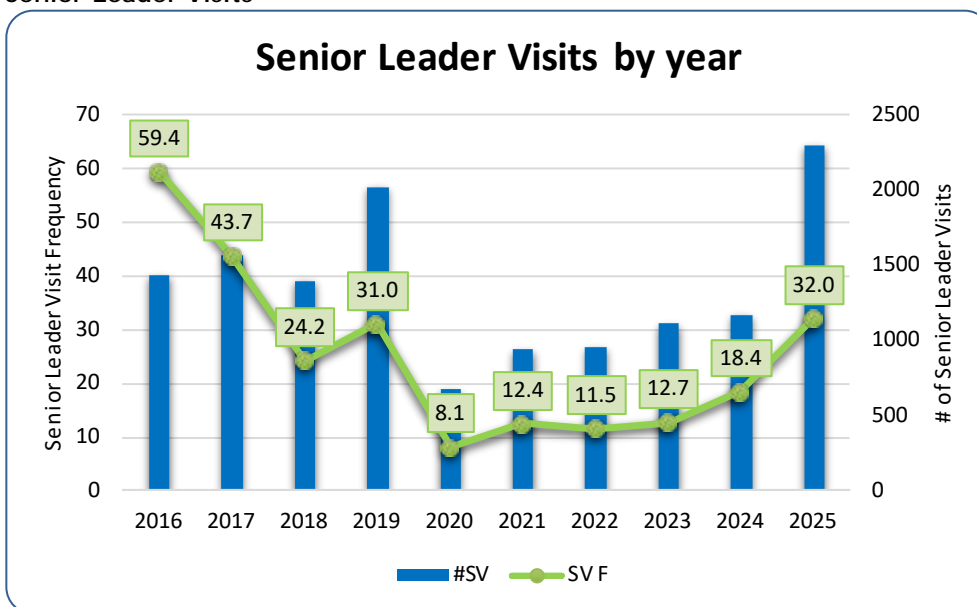
- #HP and #Spills are not directly comparable due to some companies not submitting 5 years of data.

### Leading Indicators

#### Safety Observations



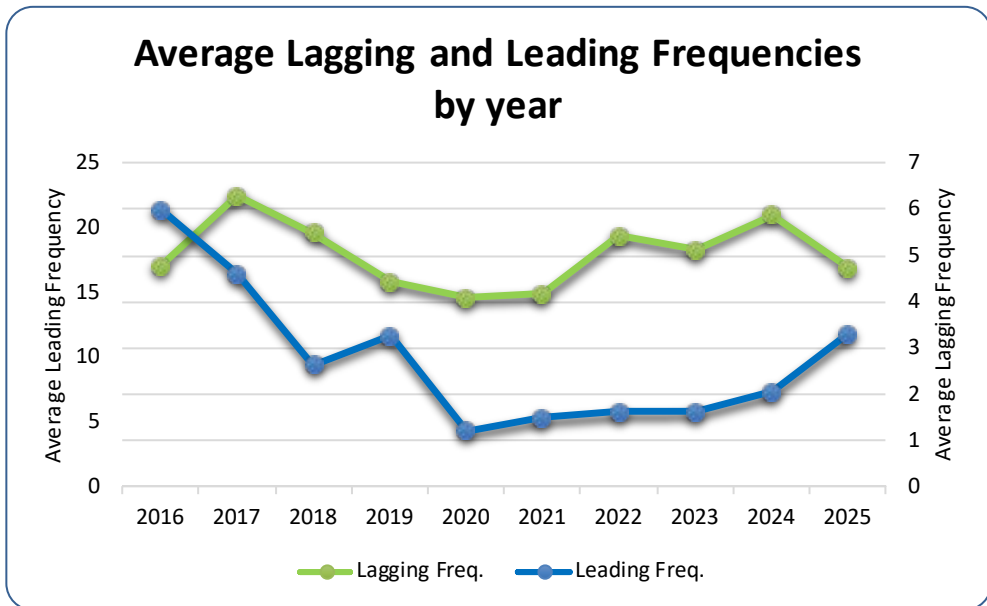
#### Senior Leader Visits



**Notes:**

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

### Lagging vs Leading Indicators

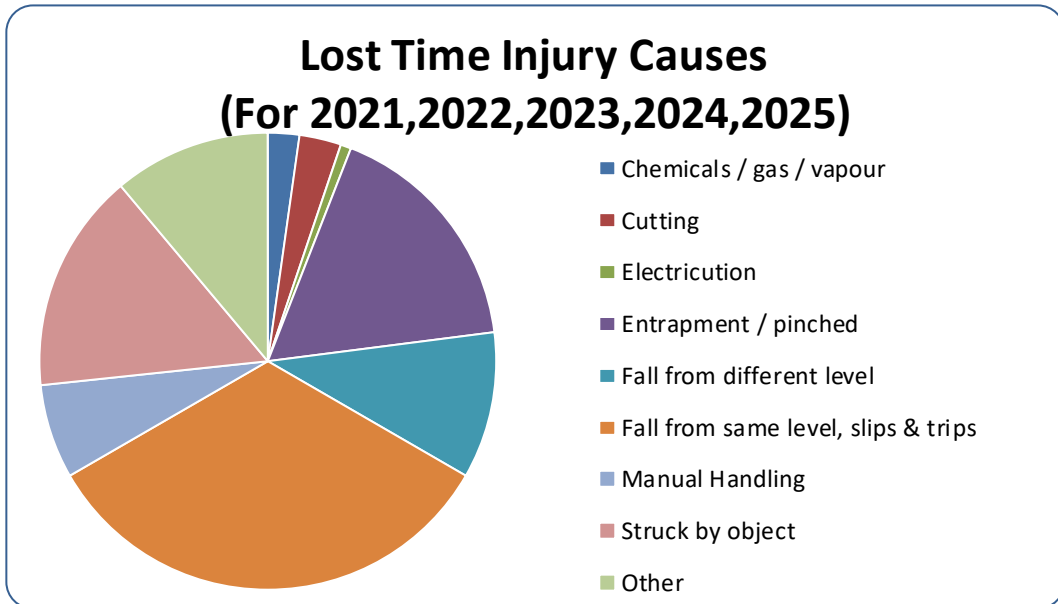


**Notes:**

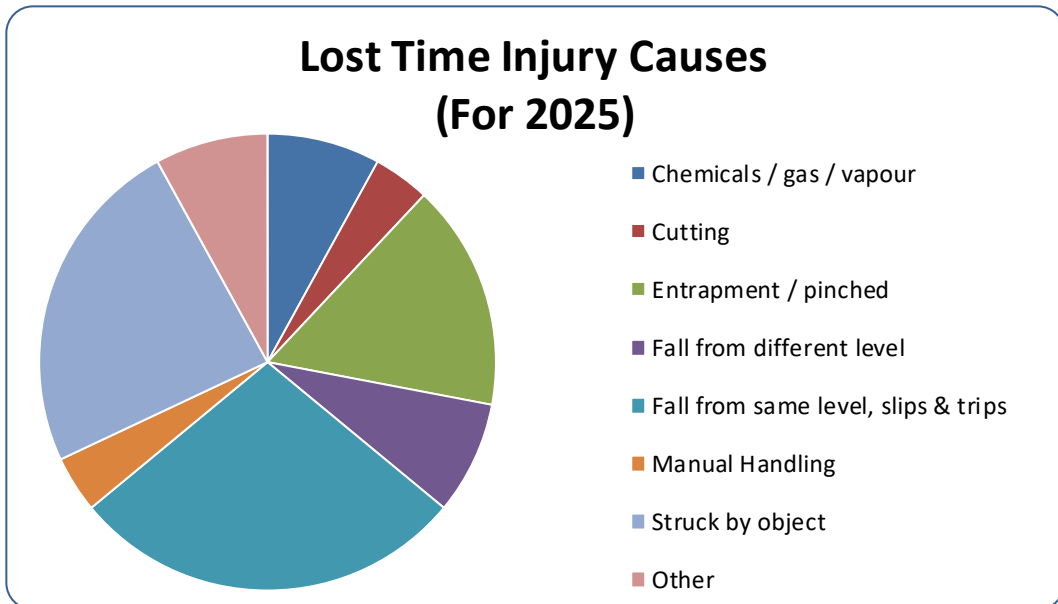
- *For definitions of lagging and leading indicators please see section 'Abbreviations and Definitions'*

## Incident Causes Lost Time Injury Immediate Causes

Five Year Results:



2025 Results:

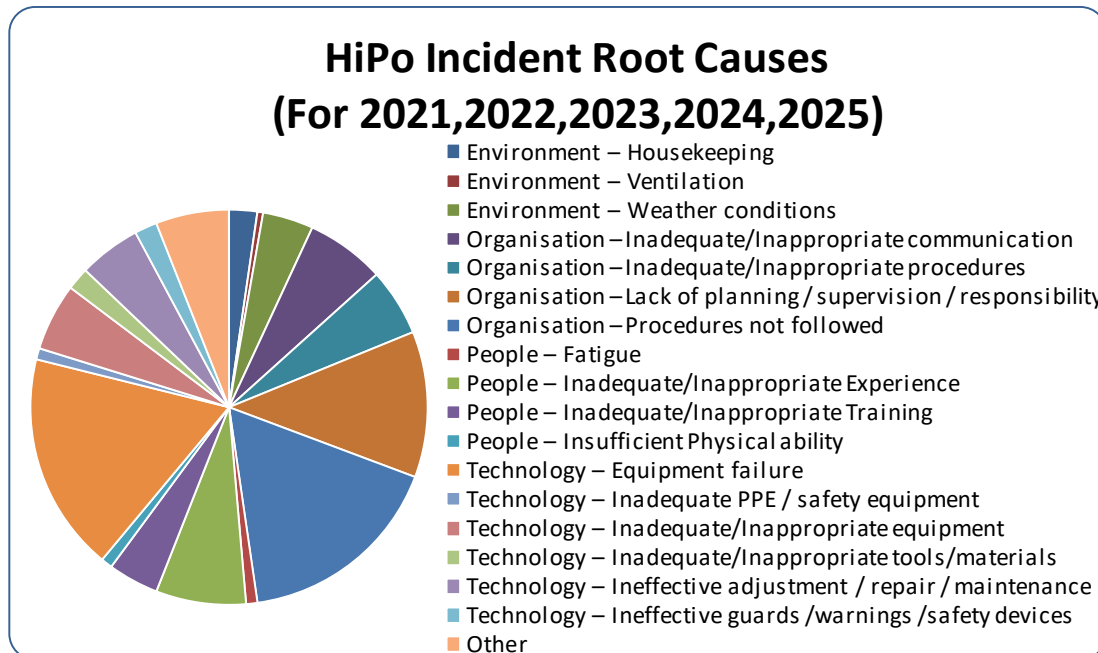


Notes:

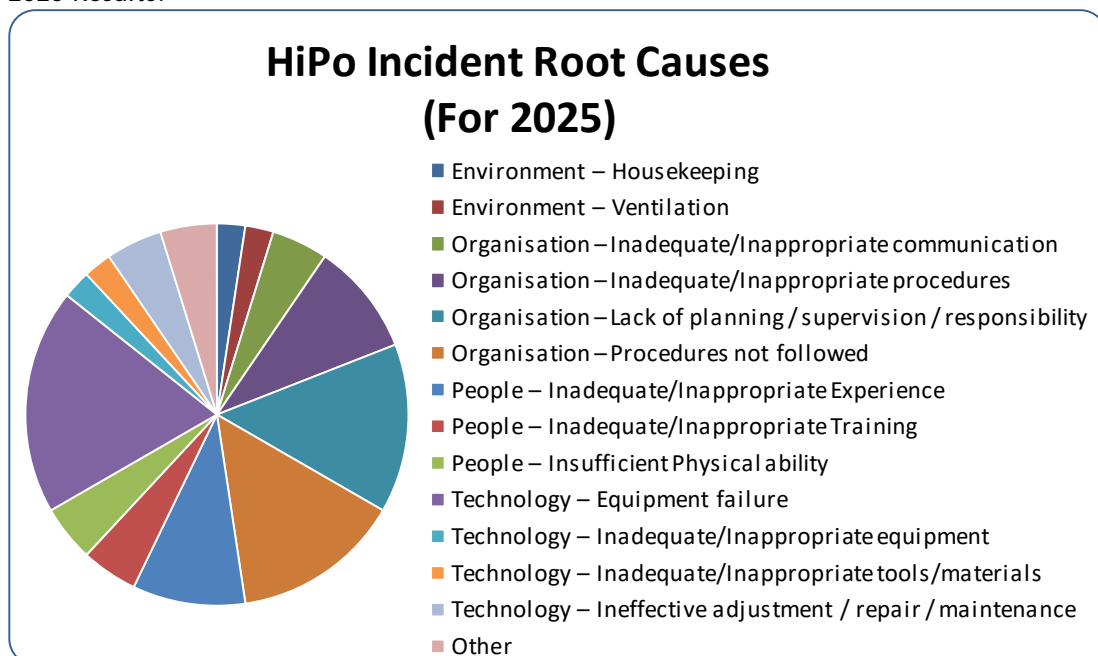
- Causes that were not attributed to an incident are not shown in the charts above. See appendix.

## High Potential Report Root Causes

Five Year Results:



2025 Results:



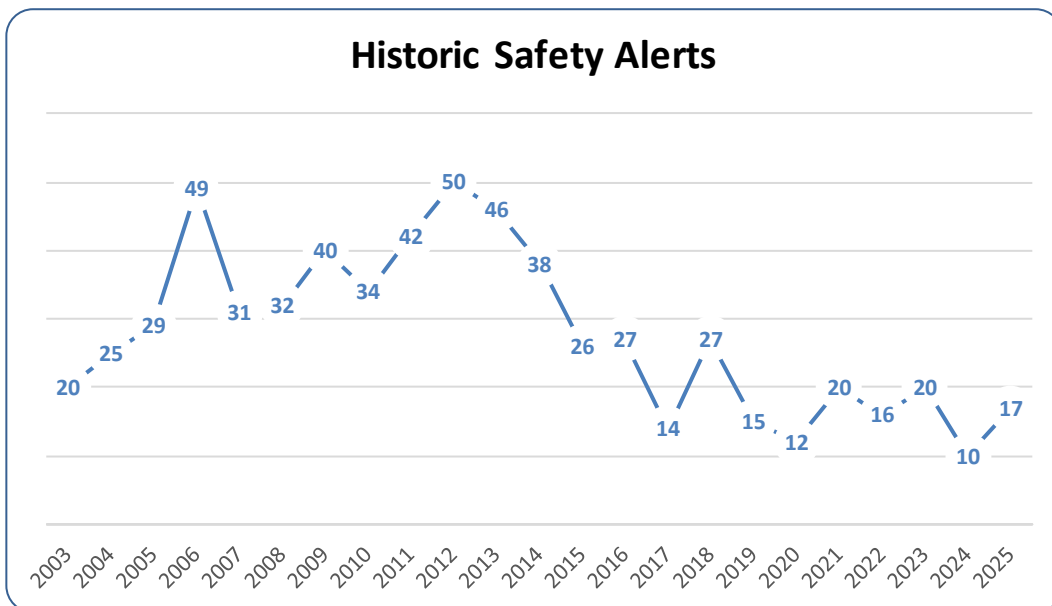
Notes:

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

## MSF Safety Alerts

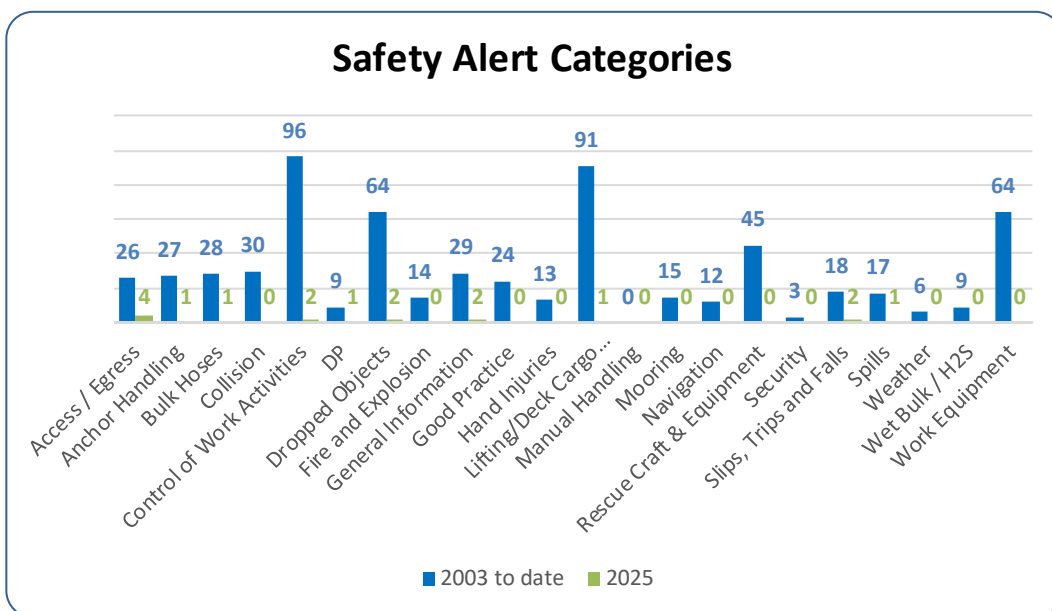
### History

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



### Categories

The following chart shows the number of safety alerts historically published for each category, for both 2025 and 2003 to date.



## 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:

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

(With the exception of Safety Observation Frequency which is X 200,000)

- Average Lagging Frequency =  $\frac{\text{TRCF} + \text{FACF} + \text{NMF} + \text{INCF} + \text{DOF}}{5}$

- Average Leading Frequency =  $\frac{(\text{SOF} \div 100) + \text{SVF} + \text{SAF}}{3}$

- 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)
- Electrocutation
- 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:



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### 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	

#### Exposure Hours

Exposure Hours recorded	
Recording method	

#### Indicators

Number Of Fatalities	
Number of Lost Time Incidents	
Number of Restricted Work Cases	
Number of Medical Treatment Cases	
Total Number of Recordable injuries	
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	

#### Frequency Rates

Lost Time Frequency Rate, Based on 1M Hours	
Total recordable Frequency Rate, Based on 1M Hours	
Safety Observation Frequency Rate, Based on 200K Hours	

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

#### 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	

#### Safety Observation Trends

1st	
2nd	
3rd	

Further Comments: