



# Annual Safety Statistics Report 2024

# About us

**We are the International Marine Contractors Association (IMCA), the leading trade association representing the offshore marine construction industry worldwide. With over 800 Member companies, we represent the vast majority of global marine contractors, as well as energy companies, national regulators, and the supply chain that supports our sector.**

Our Members play a key role in the offshore oil and gas and renewable energy industries. Principally, this is through the engineering, procurement, construction, and installation of offshore wind farms and hydrocarbon production facilities, together with the ongoing maintenance of these assets.

Our mission is to improve safety, efficiency, and performance within the marine contracting industry. To achieve this, we work with Members to develop industry-recognised technical standards and codes of practice that have become the benchmarks for safety at work across disciplines including diving, dynamic positioning, lifting and rigging, offshore survey, and remotely operated vehicles.

Many of these technical standards have been adopted by energy companies and national regulators as mandatory best practice within the marine contracting industry. This technical expertise and global reach enables our industry to speak with one voice to stakeholders including national governments, the European Union, and the United Nations, through our permanent seat at the International Maritime Organization.

IMCA was formed in 1995 through the merger of the Association of Offshore Diving Contractors, established in 1972, and the Dynamically Positioned Vessel Owners Association, established in 1989. Since then, safety has been fundamental to IMCA's mission – a focus that has helped bring about a dramatic decline in offshore incidents.

To this day, IMCA membership demonstrates a commitment to safety, operational excellence, and sustainability - key values that resonate with stakeholders across the marine contracting industry.

## Definitions in this report

**Total company hours** – hours worked by employees across the entire organisation, including overtime.

**Offshore hours** – hours worked on vessels, barges, boats or any other offshore structures or installations, based on a 12-hour day.

**Lost Time Injury Frequency Rate (LTIFR)** – the number of LTIs (including fatalities) per million hours worked.

**Total recordable injuries rate (TRIR)** – the number of recordable injuries (fatalities, LTIs and medical treatments) per million hours worked.

**Safety Observations Frequency Rate (SOFR)** – the number of safety observations per 200,000 hours worked.

**Fatal Accident Rate (FAR)** – the number of fatalities per 100 million hours worked.

IMCA uses the international standardised definitions to calculate TRIR & LTIFR. With the high value of recorded hours worked, the use of a larger denominator for calculation, results in smaller, more interpretable rate values.

Data for 1997-2017 was separated into offshore/onshore categories, with an 'overall' combining the two. From 2018, data is collected and reported as offshore/total, with the historical 'overall' figure used for comparison.

# Welcome

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**Adrian C. White**  
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**Nicholas Hough**  
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**IMCA has produced a statistical report of safety data supplied by IMCA contractor Members every year since 1997, providing an invaluable insight into the frequency and causes of injuries and fatalities at work.**

This report provides an overview of our Members' safety data relating to their operations in 2024. In line with our mission to improve safety across the marine contracting sector, this information is available to both IMCA Members and non-members on our website, alongside a longer slide deck containing all of this year's graphs and analysis.

The information is intended to provide insights into the safety performance of IMCA contracting Members, highlighting key trends, and allowing both IMCA Members and non-members to assess their performance against real-life benchmarks.

This summary report focuses on important reporting areas such as injury rates, fatalities, and other key indicators, including comparison charts with other peer associations across the marine industry.

As ever, would like to extend our gratitude to the near 200 contractor Members who provided us with their safety data for 2024. Thanks to them, this report is based on more than one billion hours of work, the largest sample size ever recorded in this series, providing us with unparalleled insights into the leading causes of accidents in our sector, and guiding the work of our committees and working groups in the year ahead.

If you have any questions about the report or information contained within it, or would like to know how to contribute to next year's report, please reach out to any member of the Health, Safety, and Security Team, or visit [www.imca-int.com/resources/safety/safety-statistics](http://www.imca-int.com/resources/safety/safety-statistics).

Thank you, and stay safe.



# Executive Statement

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**Iain Grainger**  
**CEO**

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I am delighted by the increase in IMCA Members reporting their safety statistics this year. Together, we have reached the milestone of collecting over one billion working hours of data, demonstrating the commitment of our Members to improving safety at work. Collaboration and integrity are two of our core values and the willingness of our Members to share their data is a clear reflection of this.

A data-led approach drives our actions and initiatives and gives us the direction we need to deliver on our purpose of supporting our Members to deliver a new offshore energy mix – safely and sustainably.



**Jim Cullen**  
**Technical Director**

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The annual IMCA safety statistics report provides essential insights into how our sector is performing. Over the years the general downward trend in recordable incident frequencies has been encouraging, and this year I'm pleased to see the greatest number of Member companies ever contributing their statistics.

That said, we should not rest until all Members are contributing their data, to get the best possible picture of where to focus our future efforts to reduce injuries at work.

# 2024 Safety Statistics – An Overview

## Introduction

IMCA has produced an annual report of safety statistics supplied by contractor Members since 1997. Safety statistics remain a useful insight into the performance of a company and industry sector. The purpose of these statistics is to record the safety performance of IMCA contractor Members each year and to enable both IMCA Members and Non-Members to benchmark their performance against other companies of similar size.

## Who took part?

A total of 198 contractors took part in the exercise this year. They reported incidents over 1015 million hours of work.

Getting involved ensures IMCA Members proactively play their part in helping the industry as a whole to improve performance and safety. IMCA Members can submit their data through the new IMCA on-line registration portal on the [IMCA web site](#).

## Fatalities

IMCA Members reported three fatalities in 2024, two offshore and one onshore. This is a lower figure than the previous year (six) yet still shows that improvements are needed within the industry to bring this figure down to zero.

One fatality occurred offshore due to a line of fire incident and the second offshore fatality occurred on a rig site. The onshore fatality occurred when a third party contractor became trapped and asphyxiated during excavation works.

## Summary

This year's Safety Report shows that the total lost-time injury rate (LTIR) across our contributing Members' onshore and offshore operations remains broadly unchanged. This follows dramatic improvements since 2010, when the LTIR was more than twice as high as today.

Meanwhile, the rate of total recordable injuries has risen slightly, a pattern seen across the energy industry, although IMCA contractor Members saw a small fall in the total injury rate recorded offshore.

The key question for industry safety professionals, then, remains the same as in 2024 – how do we drive down incident rates still further, towards zero?

This year's results show that the proportion of lost time injuries (LTI) caused by 'line of fire' incidents continues to rise, and now account for around half (52%) of these injuries. Understanding the underlying causes of these accidents and how they can be reduced will be a priority for IMCA, working with our Members and partner organisations, in 2025.

As part of this work, we will consider whether concepts such as 'human and organisational performance', and other ways of influencing the mindset of both senior management and offshore workers, can further reduce incident and injury rates in future years.

## Injuries

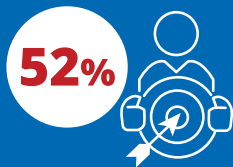
Total lost time injury frequency rate (LTIFR) has remained unchanged since last year at 0.3 injuries per one million hours worked. The total recordable injury rate (TRIR) rose very slightly to 1.1 injuries per million hours work, up from 1.07 in 2023. Injuries caused by workers in the 'line of fire' remains the most common cause among the 302 lost-time injuries (LTI) reported, followed by 'slips and trips', and injuries due to muscle stress.



## Safety reporting

There has been continued increase in the leading indicator we call “Safety Observation Frequency Rate”, which rose by around 10% to 489 observations per 200,000 hours worked. This is a measure of the number of safety reports made by Members’ employees and we believe that it is an indicator of the health of the safety culture within a company. We expect this rate to rise year-on-year as the culture of reporting continues to improve.

## The six main causes of LTIs reported were



52%

Line of fire



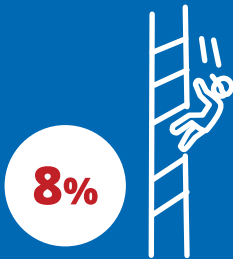
22%

Slips and trips



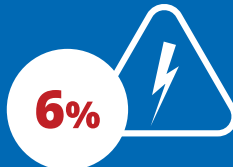
9%

Muscle stress



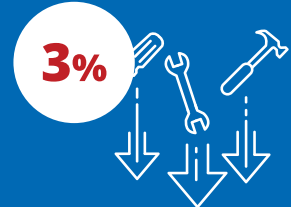
8%

Falls from height



6%

Stored energy  
release



3%

Dropped objects

## Company bands

We continue to categorise contributing members into four bands according to the amount of hours they report – that is, according to the size of their company. This allows peer group comparison and benchmarking between companies of similar size.

### Band - hours worked

A >10 million - more than 5000 employees

B 5-10 million - between 2500 and 5000 employees

C 1-5 million - between 500 and 2500 employees

D <1 million - fewer than 500 employees



# 2024 at a glance



**1,015**

Million hours Total  
(2023: 958)

**549**

Million hours offshore  
(2023: 490)



**489**

Safety Observation Frequency Rate  
(2023: 440 observations per 200,000 hours worked)



**Line of fire**

Most common cause of LTIs

**3**

Fatalities (2023: 6)



**LTIFR**

**Lost Time Injury Frequency Rate**  
(Fatalities + LTIs) x 1,000,000 /  
total hours worked

**0.30**

Total LTIFR  
(2023: 0.30)

**0.35**

Offshore LTIFR  
(2023: 0.41)



**TRIR**

**Total Recordable Injury Rate**  
(Fatalities + LTIs + Restricted  
Work Cases + Medical Treat-  
ment cases) x 1,000,000 / total  
hours

**1.10**

Total TRIR  
(2023: 1.07)

**1.38**

Offshore TRIR  
(2023: 1.47)



**FAR**

**Fatal Accident Rate**  
(Number of fatalities x  
100,000,000 / total hours)

**0.30**

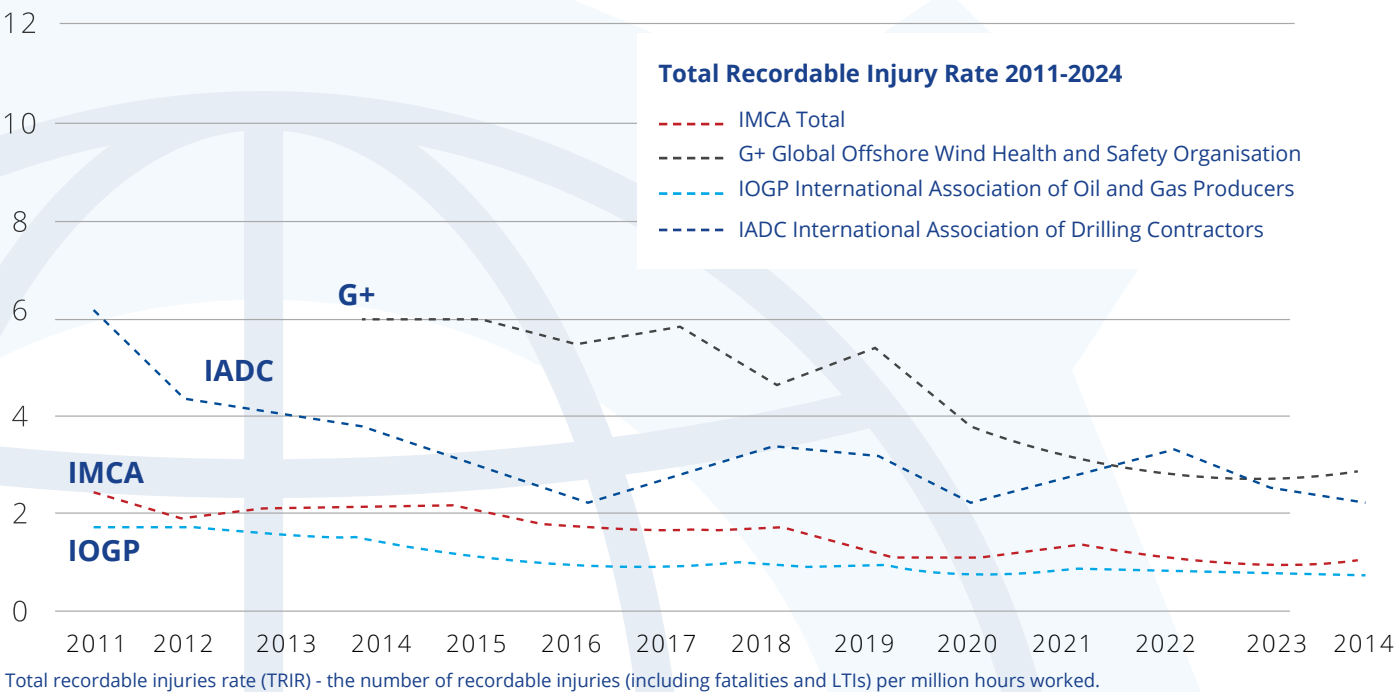
Total FAR  
(2023: 0.63)

**0.18**

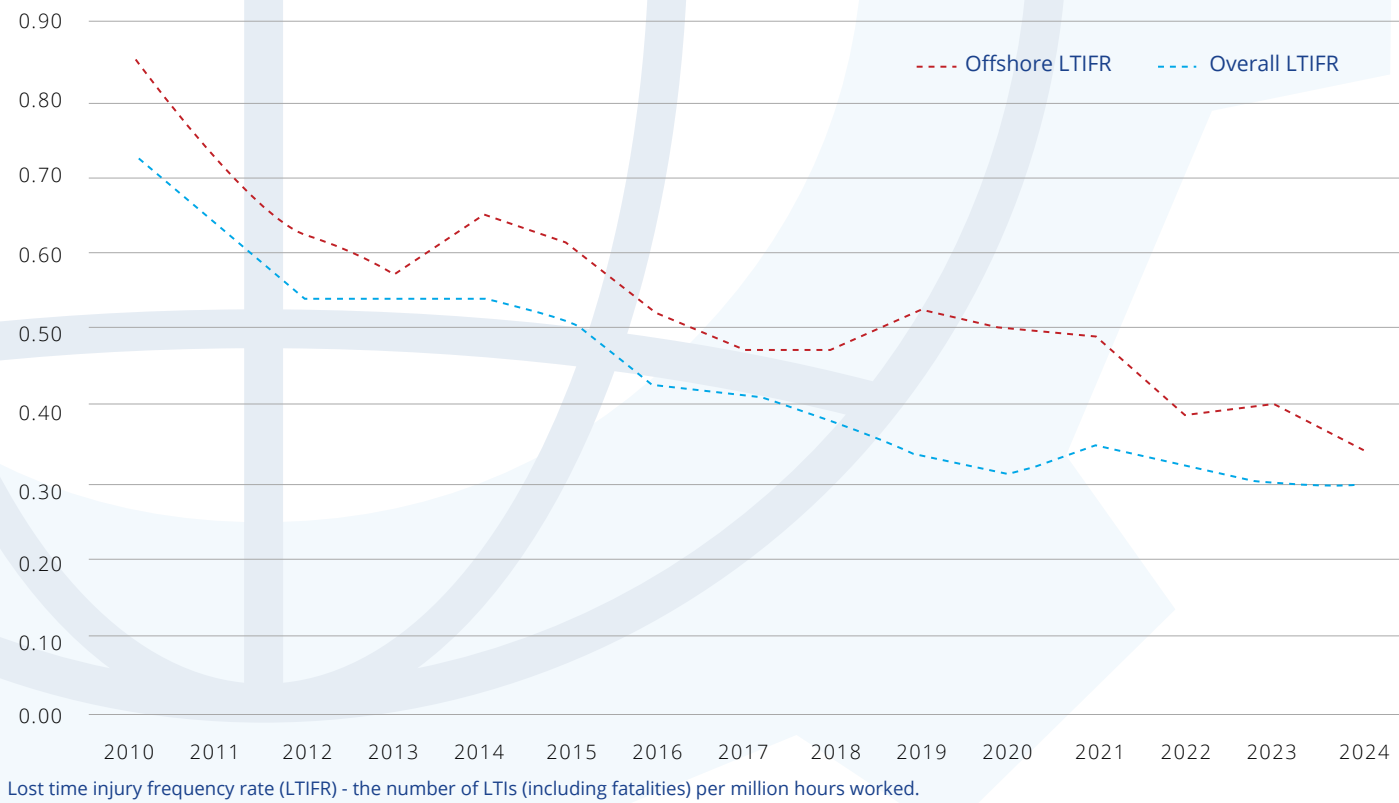
Offshore FAR  
(2023: 0.41)

You can find  
additional  
informaton online  
by clicking here

# Comparison with other Associations

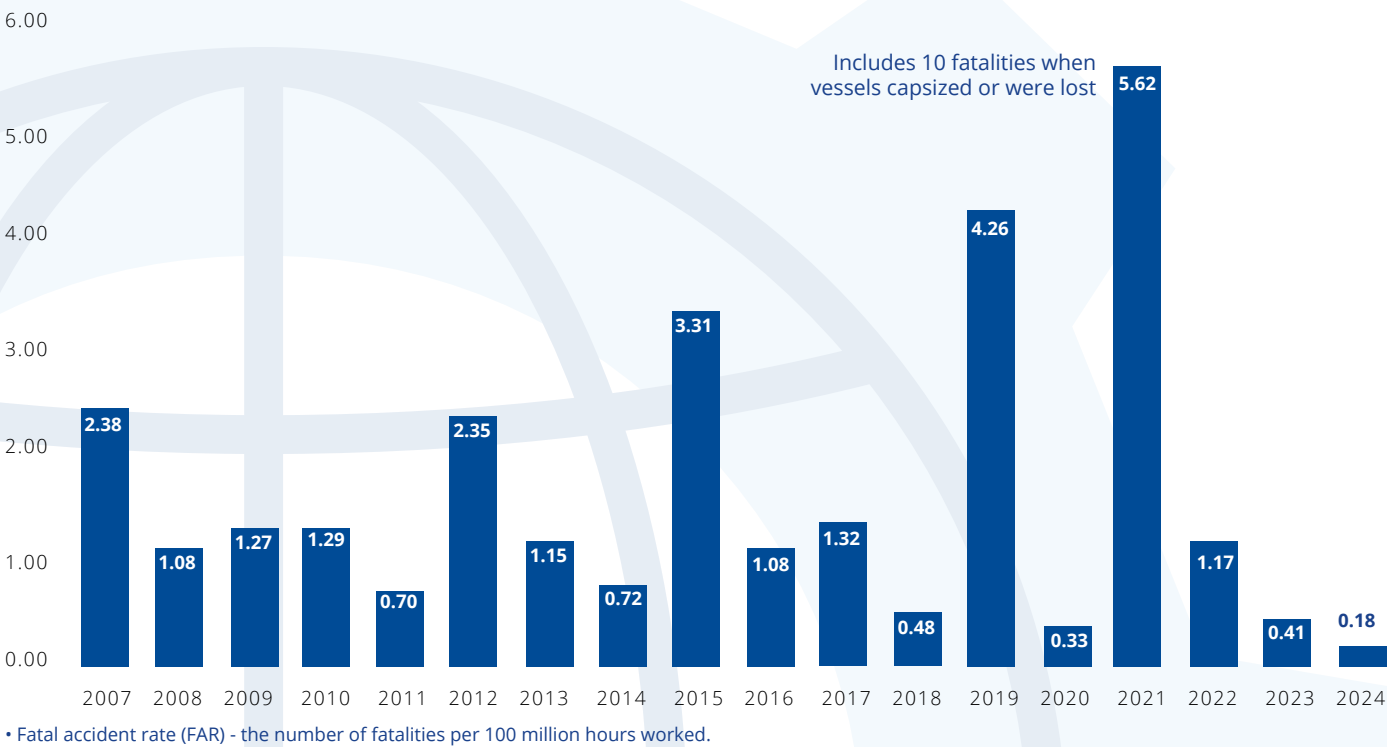


# Lost Time Injury Frequency Rate (LTIFR)

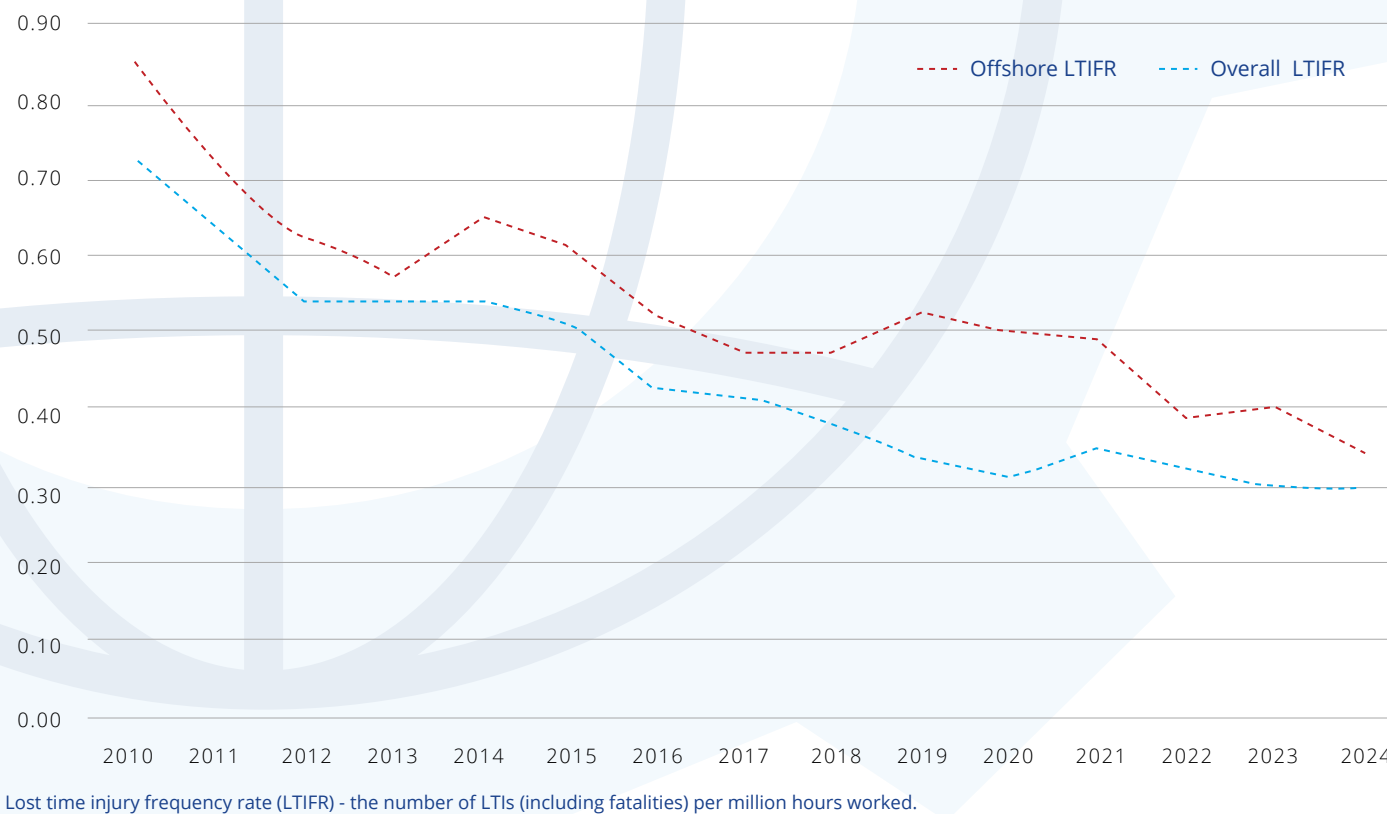




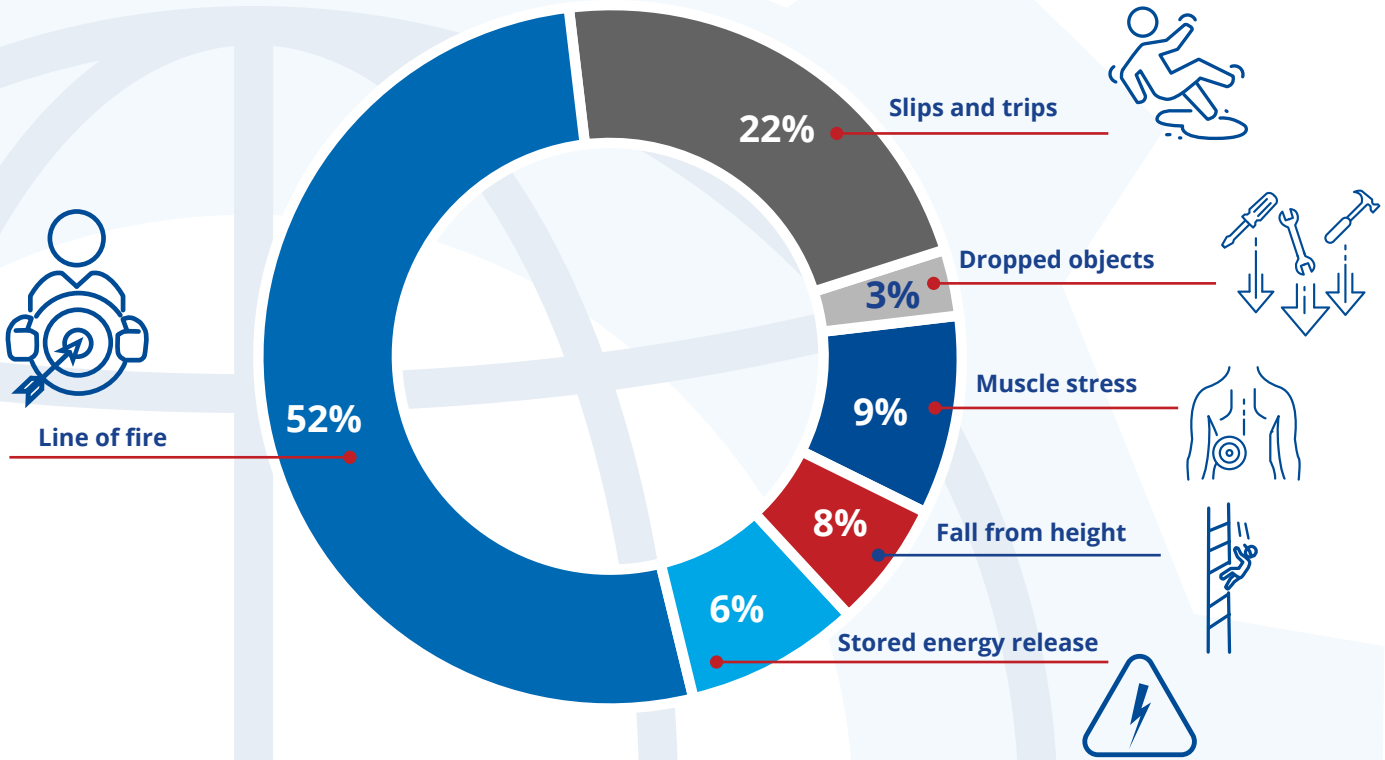
# Fatal Accident Rate (offshore)



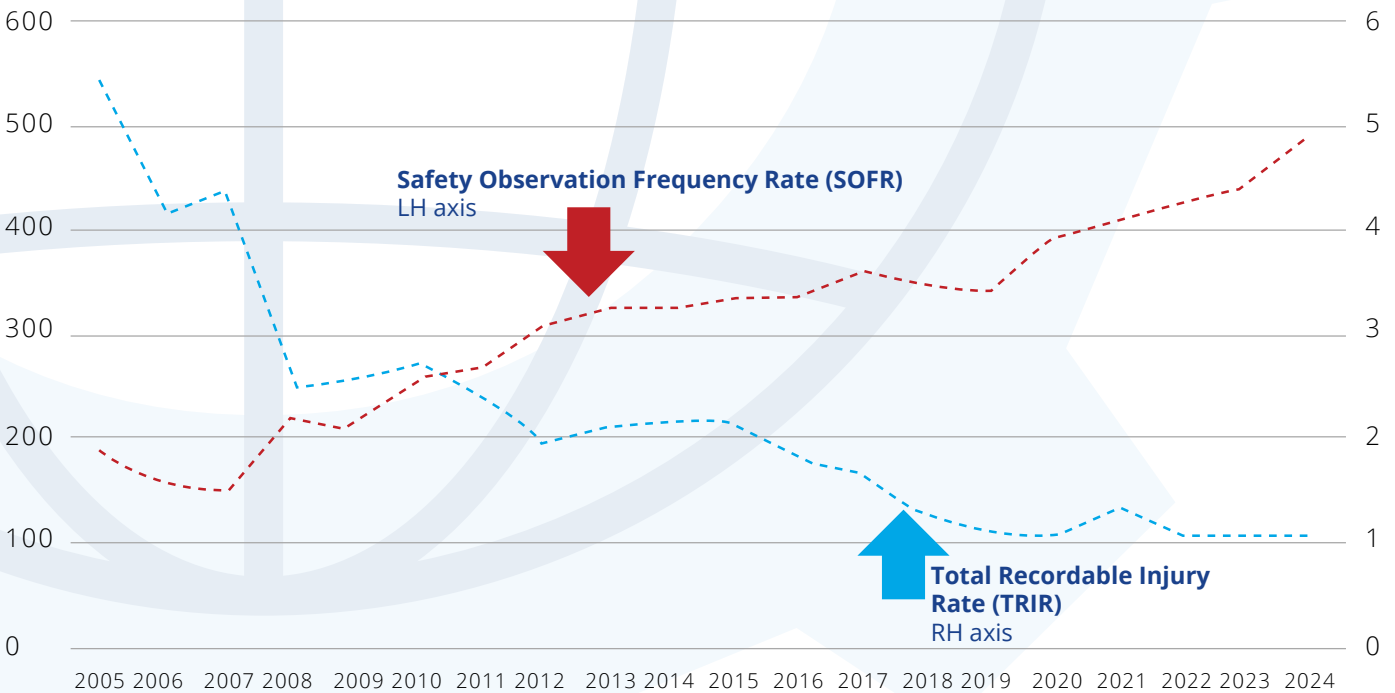
# Total Recordable Injury rate (TRIR)



# Main causes of LTIs in 2024



## Observations vs Recordables



Safety observations frequency rate (SOFR) – the number of safety observations per 200,000 hours worked.  
Total recordable injuries rate (TRIR) – the number of recordable injuries (including fatalities and LTIs) per million hours worked.

# Company banding

Banding allows peer-group comparison  
% of total 1,015 million hours worked

## Band A

### Biggest companies

>10 million hours worked  
68% of total hours  
50% of LTIs

## Band B

1–5 million hours worked  
17% of total hours  
17% of LTIs

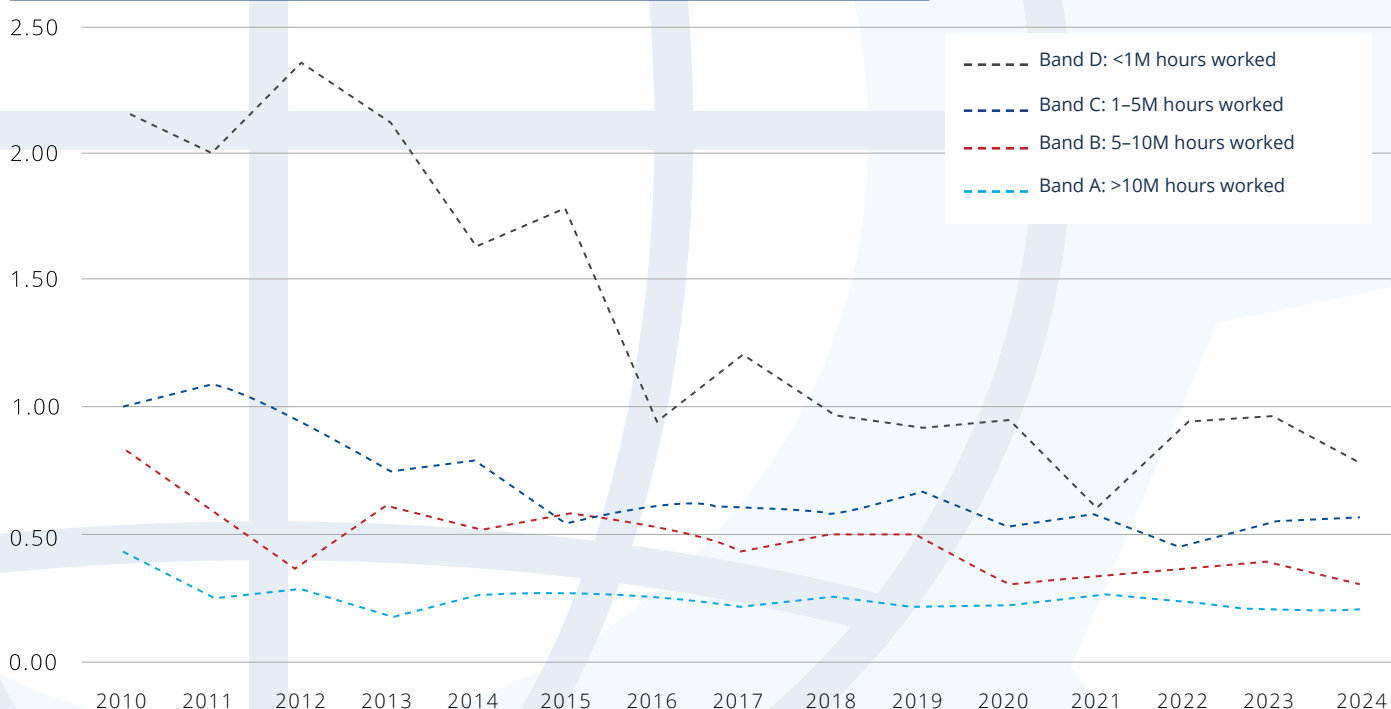
## Band C

1–5 million hours worked  
12% of total hours  
25% of LTIs

## Band D

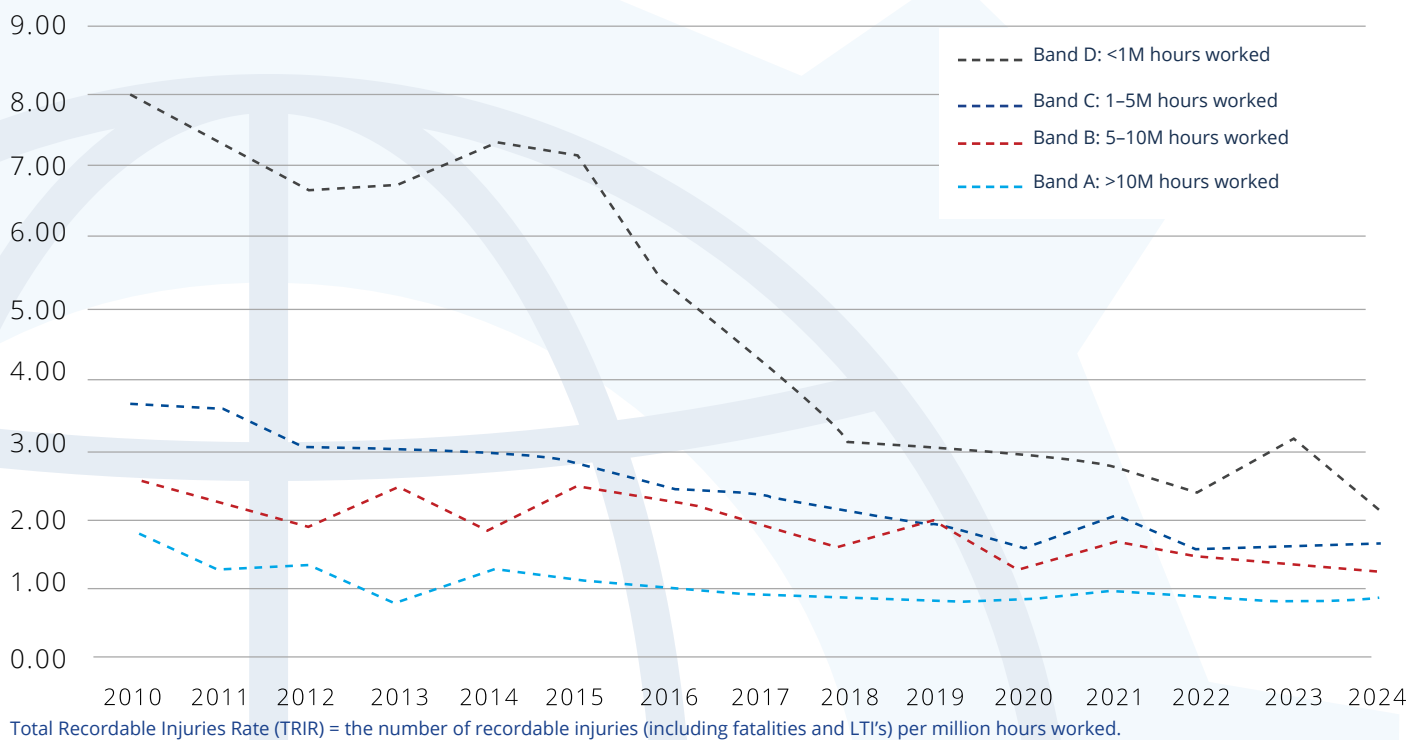
Smallest companies  
<1 million hours worked  
3% of total hours  
9% of LTIs

# LTIFR by Company band



Lost time injury frequency rate (LTIFR) – the number of LTIs (including fatalities) per million hours worked.

## TRIR by Company band



## Total LTIFR and TRIR by Company band

Year	Band A	Band A	Band B	Band B	Band C	Band C	Band D	Band D	IMCA	IMCA
	(LTIFR)	(TRIR)	(LTIFR)	(TRIR)	(LTIFR)	(TRIR)	(LTIFR)	(TRIR)	(LTIFR)	(TRIR)
2024	0.22	0.91	0.31	1.27	0.59	1.66	0.80	2.15	0.30	1.10
2023	0.21	0.83	0.40	1.34	0.56	1.64	0.97	3.15	0.30	1.07
2022	0.26	0.90	0.39	1.50	0.46	1.57	0.95	2.39	0.32	1.10
2021	0.28	0.99	0.33	1.68	0.59	2.08	0.6	2.74	0.35	1.35
2020	0.24	0.87	0.31	1.25	0.55	1.62	0.96	2.96	0.31	1.09
2019	0.23	0.84	0.50	1.96	0.68	1.89	0.92	3.04	0.33	1.11
2018	0.27	0.90	0.53	1.60	0.58	2.16	0.99	3.16	0.39	1.70
2017	0.22	0.95	0.45	2.01	0.62	2.39	1.21	4.38	0.42	1.67
2016	0.26	1.07	0.55	2.29	0.62	2.45	0.94	5.34	0.43	1.82
2015	0.29	1.16	0.59	2.49	0.56	2.82	1.79	7.17	0.49	2.15
2014	0.29	1.31	0.54	1.86	0.81	2.93	1.63	7.33	0.54	2.18
2013	0.19	0.79	0.62	2.47	0.75	3.03	2.13	6.76	0.54	2.12
2012	0.30	1.35	0.37	1.92	0.99	3.06	2.36	6.72	0.51	1.93
2011	0.27	1.29	0.58	2.24	1.10	3.58	2.01	7.37	0.64	2.40
2010	0.44	1.88	0.84	2.60	1.02	3.62	2.18	8.07	0.73	2.74
2009	0.40	1.78	0.64	2.58	1.41	4.66	1.74	5.90	0.67	2.54
2008	0.43	1.70	1.14	3.81	1.18	3.78	2.41	7.93	0.72	2.50
2007	0.78	2.82	1.24	4.57	1.44	6.07	1.64	9.20	1.09	4.38







# Frequently Asked Questions

## **Q - Does the data include all IMCA Members?**

A - No - we collect data from contractor Members only. We continue to categorise contributing Members into four bands according to the amount of hours worked - that is, according to the size of the company. This allows peer group comparison and benchmarking between companies of similar size.

## **Q - How accurate are the statistics?**

A - We rely on Members submitting accurate and complete data when requested and this is compared against previous submissions for any irregularities. Any data that is profoundly different from previous submissions is reviewed with the submitting Member for accuracy, and records are updated where required.

## **Q - What definitions are used for the analysis?**

A - The definitions are detailed on page two of this report and are in line with international standardisation. With the high value of recorded man hours, the use of a larger denominator for calculation results in smaller, more interpretable rate values.

## **Q - What initiatives is IMCA putting forward to mitigate the most common cause of LTIs?**

A - IMCA committees made up of representatives from Member companies form working groups to collaborate on initiatives to raise standards in the marine contracting industry. Our outputs include information and guidance notes, training apps, videos, pocket cards, and posters, and inform our engagement with clients, governments, and regulators. Recent examples include IMCA guidance on 'walk to work' activities and a collaboration with other industry working groups to reduce enclosed space fatalities.

## **Q - Are there any regional differences in the statistics ?**

A - IMCA's Members trade in an increasingly globalised world; while there may be regional differences in incident rates it has not proven practical to collect information on the geographical location of our Members' actual operations.

## **Q - How does the marine contracting industry compare with other industries?**

A - Marine contracting is safer than onshore construction in terms of both injury and fatality rates, especially offshore operations, although statistically it is higher risk than manufacturing, which benefits from more controlled environments. The marine contracting industry shows strong safety culture and reporting discipline, with year-on-year improvements and high engagement in safety observations. It has seen improvements in safety practices and technological advancements, but continues to face challenges in reducing incident rates further. Stringent safety measures and reporting improvements have helped maintain stability in injury trends.

## **Q - What can we learn from peer associations?**

A - IMCA works closely with other trade associations to ensure that the most up-to-date practices are followed with regard to incident reporting and data collection. This includes close collaboration with the G+ and membership of the IOGP's Safety Data subcommittee.

## **Q - Where can IMCA Members see previous safety statistics collected over the years?**

A - All statistical data previously collected including year-on-year reports are published on the IMCA web site and is available to download by both IMCA Members and non-members.

**You can find  
additional  
information online  
by clicking here**





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