

2020 Safety Statistics

July 2021



We are the International Marine Contractors Association (IMCA), a leading trade association representing the vast majority of contractors and the associated supply chain in the offshore marine construction industry worldwide.

Our Members play a key role in the offshore oil & 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 life of field support and maintenance requirements of these assets.

IMCA is fully engaged in the energy transition for a sustainable and low carbon future. We play an important role in collaborating with our Members and other stakeholders in addressing the challenges of climate change, and in ensuring environmental sustainability, particularly in the context of our ocean resources.

IMCA was formed in 1995 through the merger of the Association of Offshore Diving Contractors (AODC) established in 1972, and the Dynamically Positioned Vessel Owners Association (DPVOA) established in 1989. Consequently, our operational roots and technical credentials are second to none in our industry.

We use our strong technical and safety focus to develop comprehensive best practice operating standards for the industry to improve its performance.

We are the leading voice for the offshore marine contracting industry.



Welcome

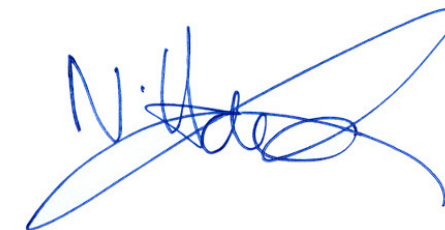
IMCA produces an annual report of safety and environment statistics (covering injuries, fatalities, environmental data and reporting activity) supplied by contractor members.

The report provides insight to safety, health and environmental performance of IMCA contractor members annually, enabling IMCA members to benchmark their performance.

This short summary provides a quick snapshot of the IMCA safety statistics for 2015. The full, more detailed report is available to IMCA members as information note *IMCA SEL 07/16* on our website*.

This summary focuses on a few important areas including injury rates, fatalities and other key indicators. If you have any questions about the report or summary, how the insights are drawn or how to be involved in future, please contact me at nick.hough@imca-int.com – I'll be happy to help.

Nicholas Hough
IMCA Technical Adviser



2020 Safety Statistics – An overview

Introduction

IMCA has produced an annual report of safety statistics supplied by contractor members for 25 years, since 1996. 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 IMCA members to benchmark their performance against other companies of similar size.

Who took part?

This is the second year that members have used the on-line registration portal to submit their data. It is an easier and more straightforward process than filling in an Excel spreadsheet and returning it by email. We have been successful in simplifying the process of data collection, making it quick and easy to do.

138 contractors took part in the exercise this year, which is 42% of the 327 contractor members. They reported incidents over 651 million man-hours of work. This is slightly fewer members, reporting 75% of the man-hours, than in 2019. A reduction in hours worked owing to COVID-19 could be responsible.

Fatalities

IMCA members reported two work-related fatalities amongst their employees. One was a road traffic accident, the other, a man overboard. Whilst no work-related fatalities remains everyone's goal, this is the lowest ever Fatal Accident Rate IMCA has have recorded and it is a lot better than last year.

Summary

A database of man-hours somewhat smaller than in 2019 reveals no significant change in injury rates, and a historically low fatal accident rate. Whilst in practice there is the likelihood that the pandemic has adversely affected safety - both reporting and incident/injury levels - there is little statistical evidence that this is so. Line of fire remains the most common cause of LTIs.



Injuries

The "flat-line" trend of injuries and incidents continues. Total LTIFR has improved slightly since last year (0.33 to 0.31 this year), as has Total Recordable Injury Rate (TRIR) from 1.11 to 1.09 this year. The corresponding offshore rates have seen similar very slight improvement.

Our people getting caught "in the line of fire" remains the most common cause amongst the 202 LTIs reported. Slips and trips remain the second most common cause.

Safety reporting

There has been continued increase of the leading indicator we call "Safety Observation Frequency Rate". This is a measure of the number of safety reports made by a members' employees and we believe that it is an indicator of a healthy safety culture at a company. It should rise year on year.

Company bands

We continue to categorize contributing members into four bands according to the amount of man-hours reported - that is, according to the size of the company. This allows peer group comparison and benchmarking between companies of similar size.

Band man-hours

- 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-10 million

The six causes we use are:



Dropped objects



Slips and trips



Falls from height



Muscle stress



Line of fire



Stored energy release

*An office worker might work 1700 hrs per year. Offshore crew work over 2100 hrs per year, assuming they spend 50% of their time offshore and work 12 hrs shifts. Take a broad figure of 2000 man-hrs per year (for ease of arithmetic as much as anything else).

2020 At a Glance



651

Million man-hours
Total
(2019: 802)

299

Million man-hours
Offshore
(2019: 376)



393

Safety Observation
Frequency Rate
(2019: 339)

IMCA safety data is available on-line at:
www.imca-int.com/data/safety



Line of fire

Most common
cause of LTIs

2

Fatalities reported
(2019: 18)

*1 man overboard
1 road traffic accident*



LTIFR

Lost Time Injury Frequency Rate
(Fatalities + LTIs) x 1,000,000 /
Total man-hours

0.31

Total LTIFR
(2019: 0.33)

0.50

Offshore LTIFR
(2019: 0.53)



TRIR

Total Recordable Injury Rate
(Fatalities + LTIs + Restricted Work
Cases + Medical Treatment cases)
x 1,000,000 / Total man-hours

1.09

Total TRIR
(2019: 1.11)

1.70

Offshore TRIR
(2019: 1.69)



FAR

Fatal Accident Rate
(The number of fatalities x
100,000,000 / Total man-hours)

0.31

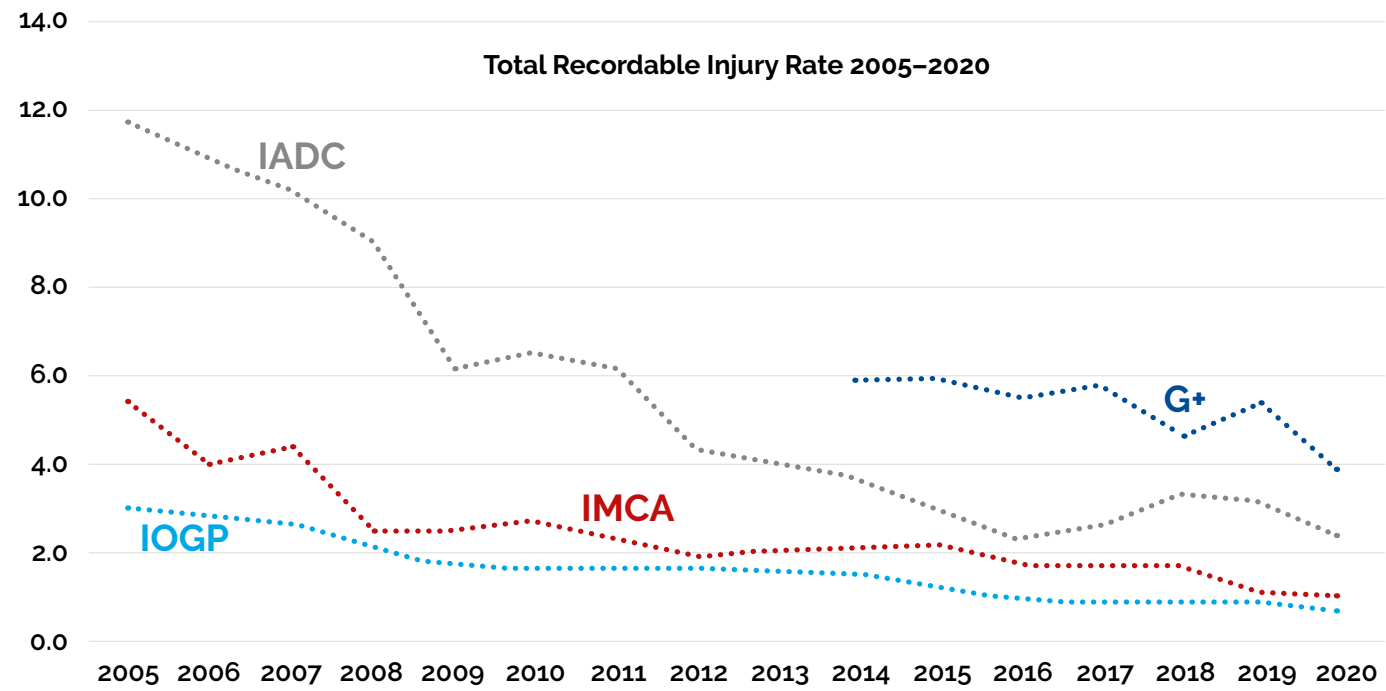
Total FAR
(2019: 2.24)

0.33

Offshore FAR
(2019: 4.26)

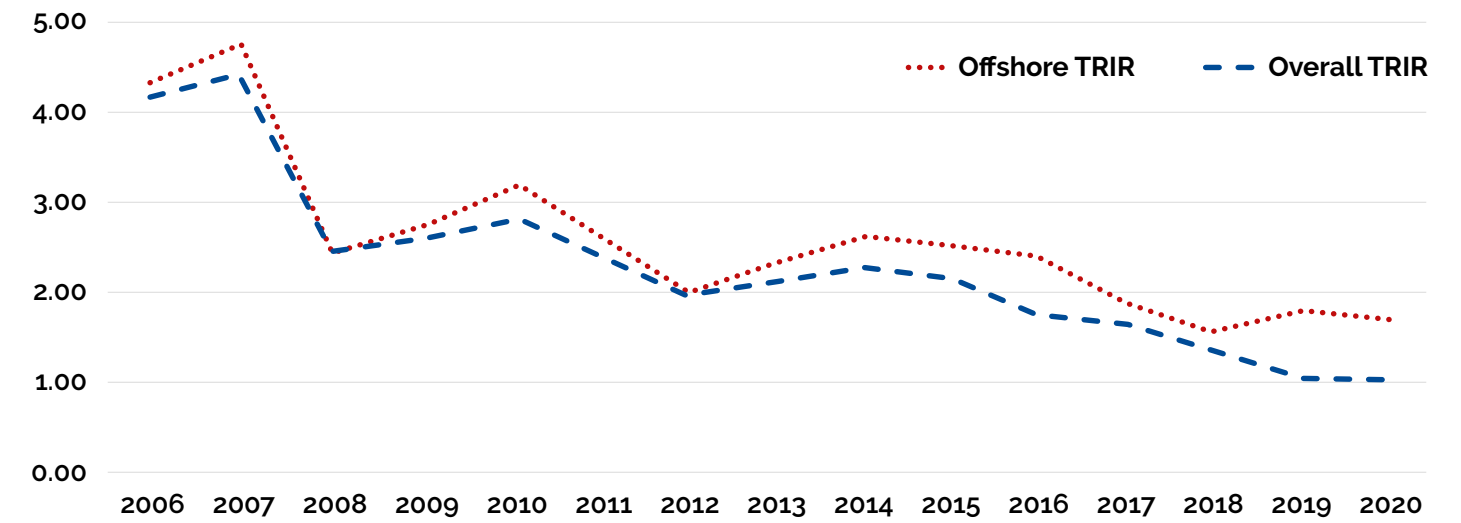


Comparison with other Associations



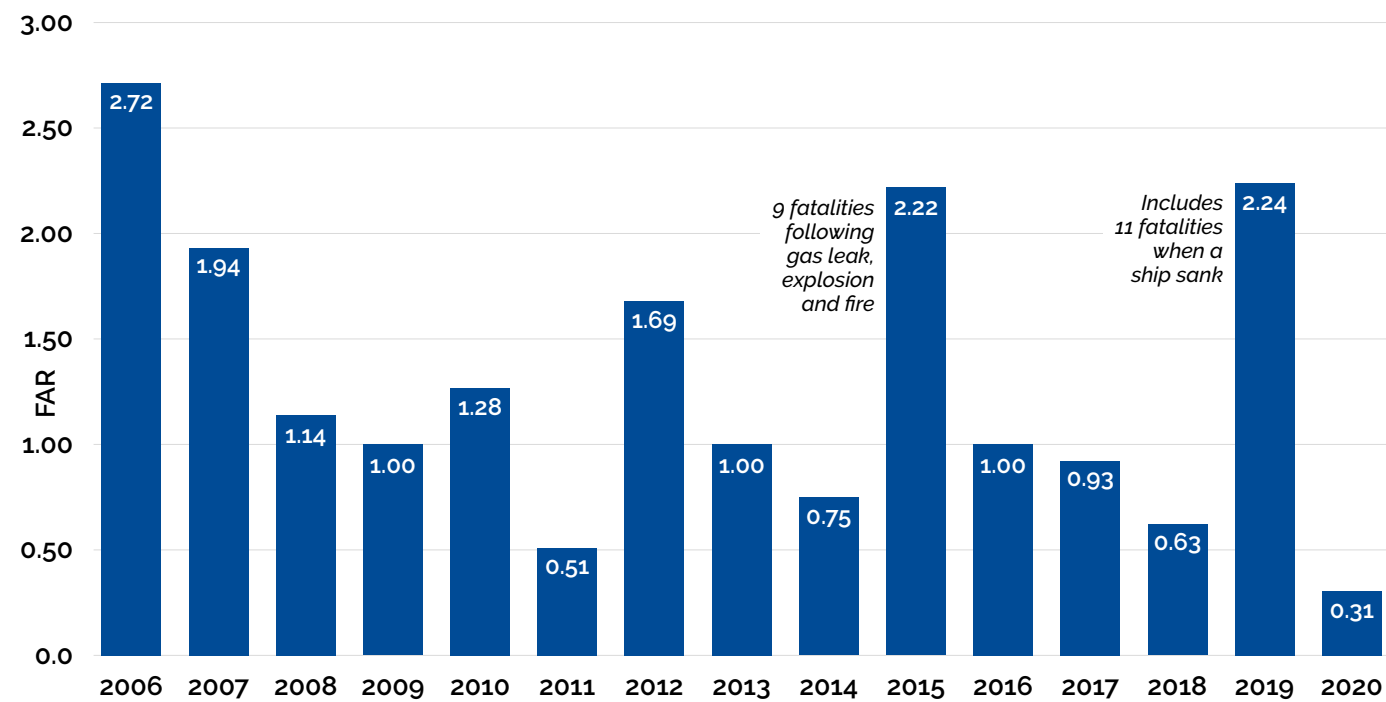
- Total recordable injuries rate (TRIR) - the number of recordable injuries (including fatalities and LTIs) per million hours worked.

TRIR



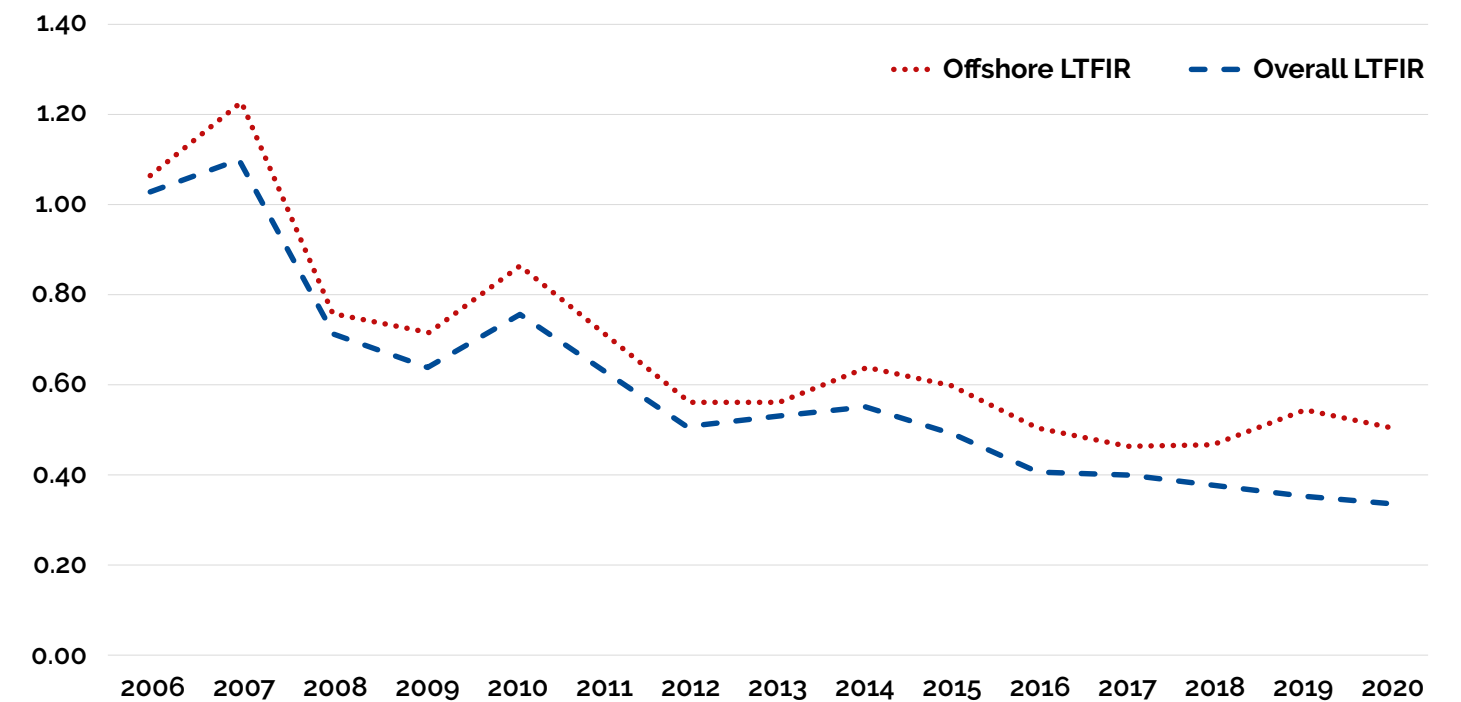
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Fatal Accident Rate



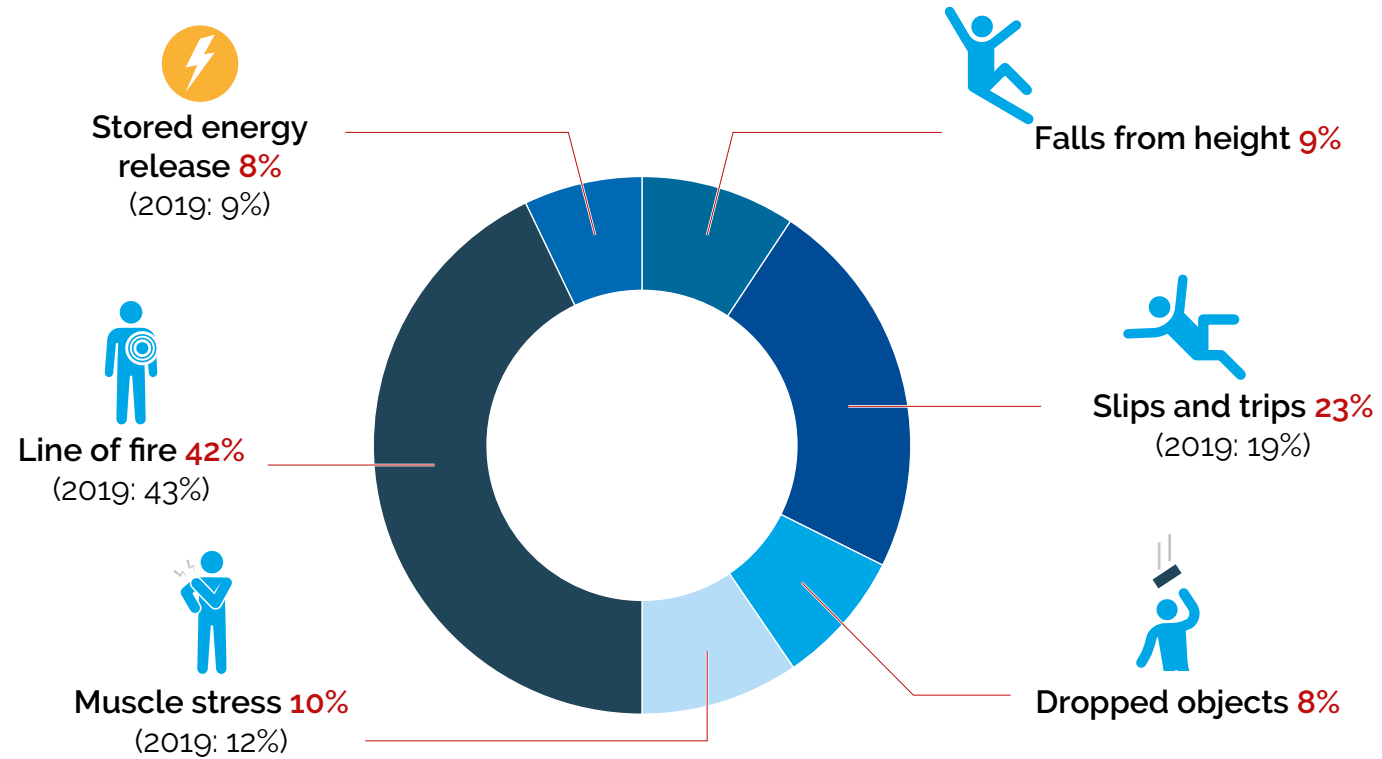
- Fatal accident rate (FAR) - the number of fatalities per 100 million hours worked.

LTIFR 2020



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

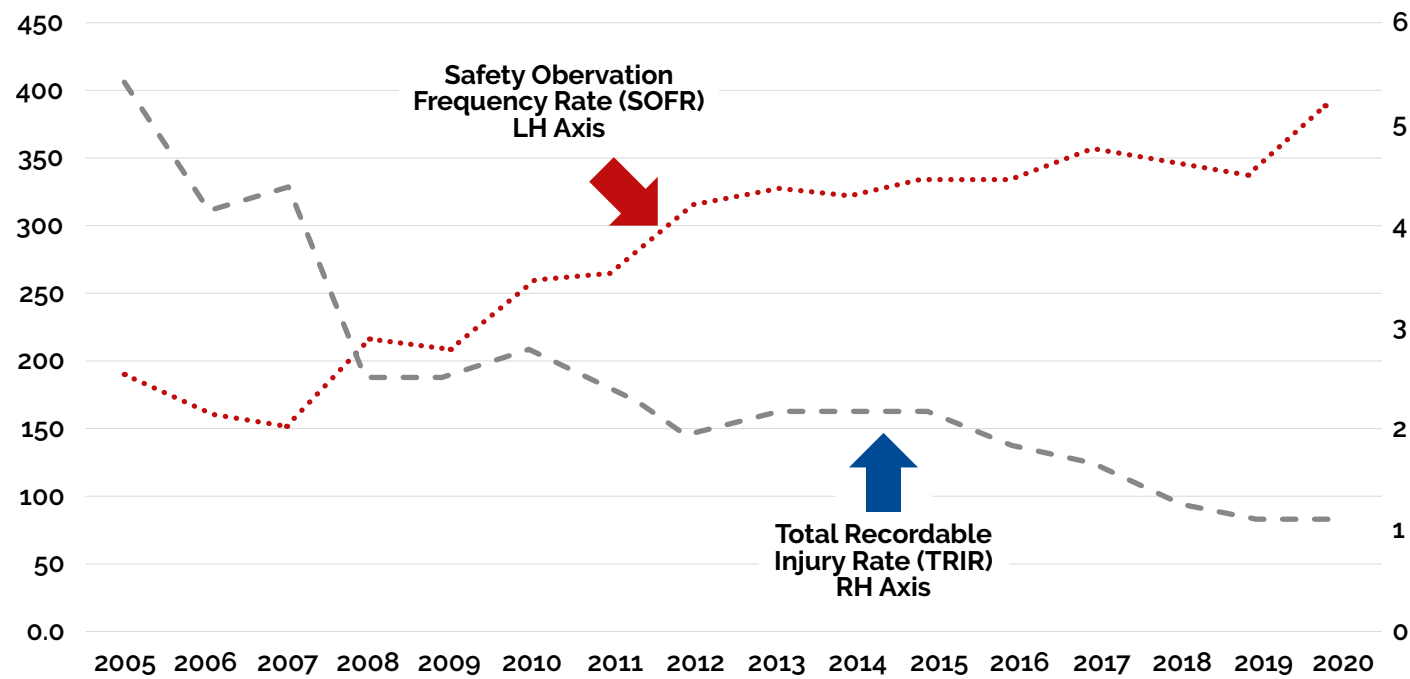
Main causes of 202 LTIs in 2020



* Total recordable injuries rate (TRIR) - the number of recordable injuries (including fatalities and LTIs) per million hours worked.

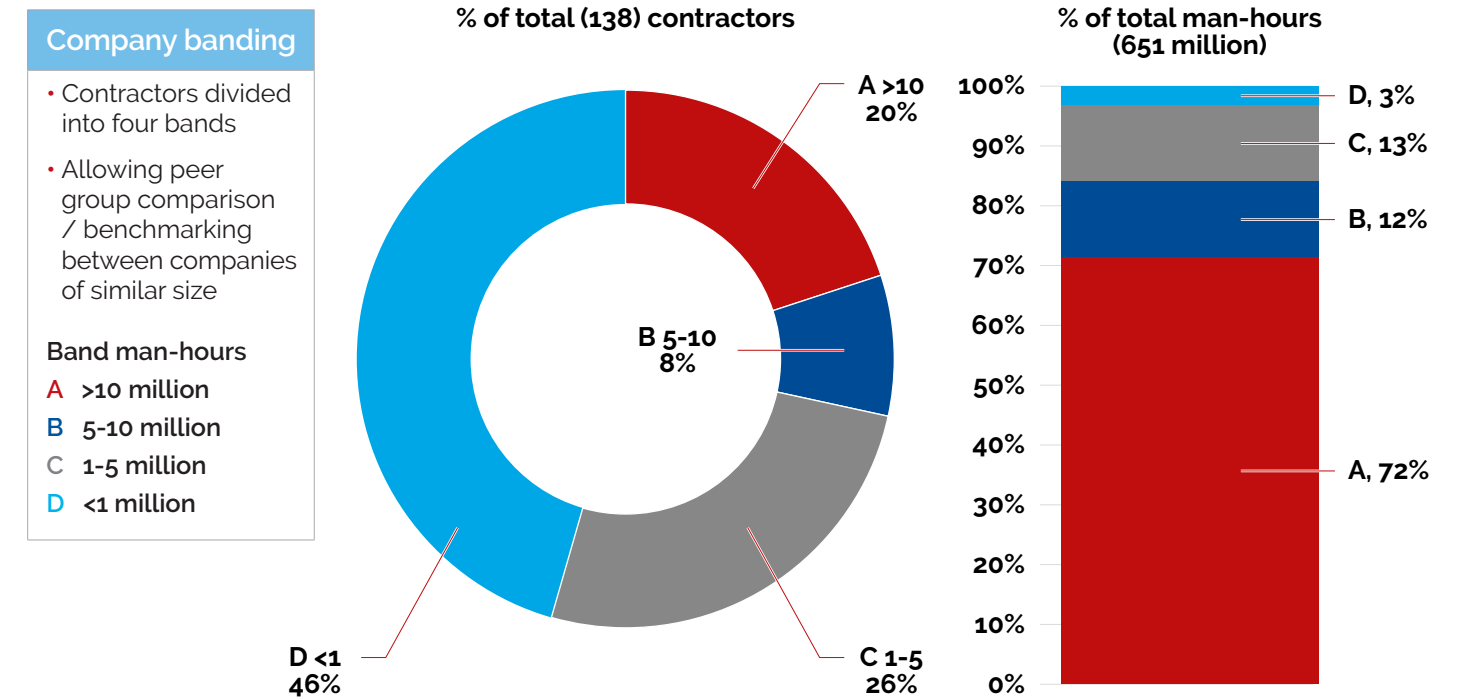


Observations v Recordables



* 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.

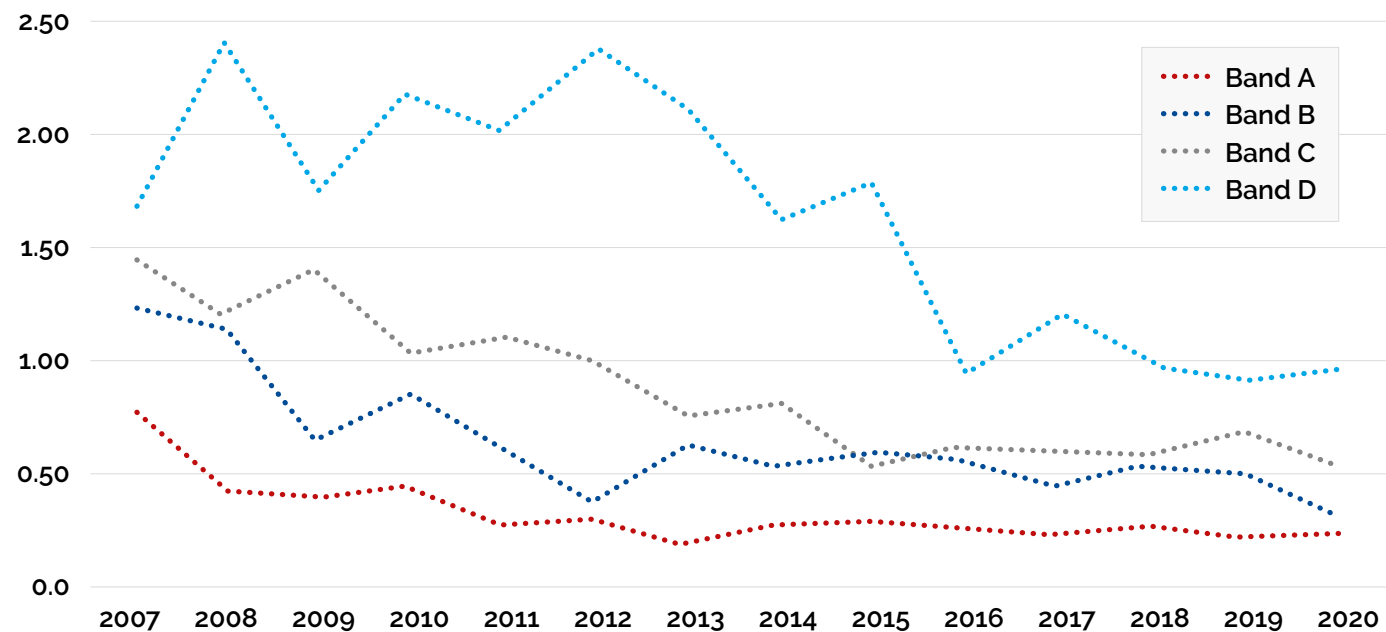
Company banding 2020



LTIFR by Company Band, n=138

A = >10M manhours, B = 5-10M mh, C = 1-5M mh, D = <1M mh

A = 20% n, 72% man-hrs, B = 8% n, 12% man-hrs, C = 26% n, 13% man-hrs, D = 46% n, 3% man-hrs

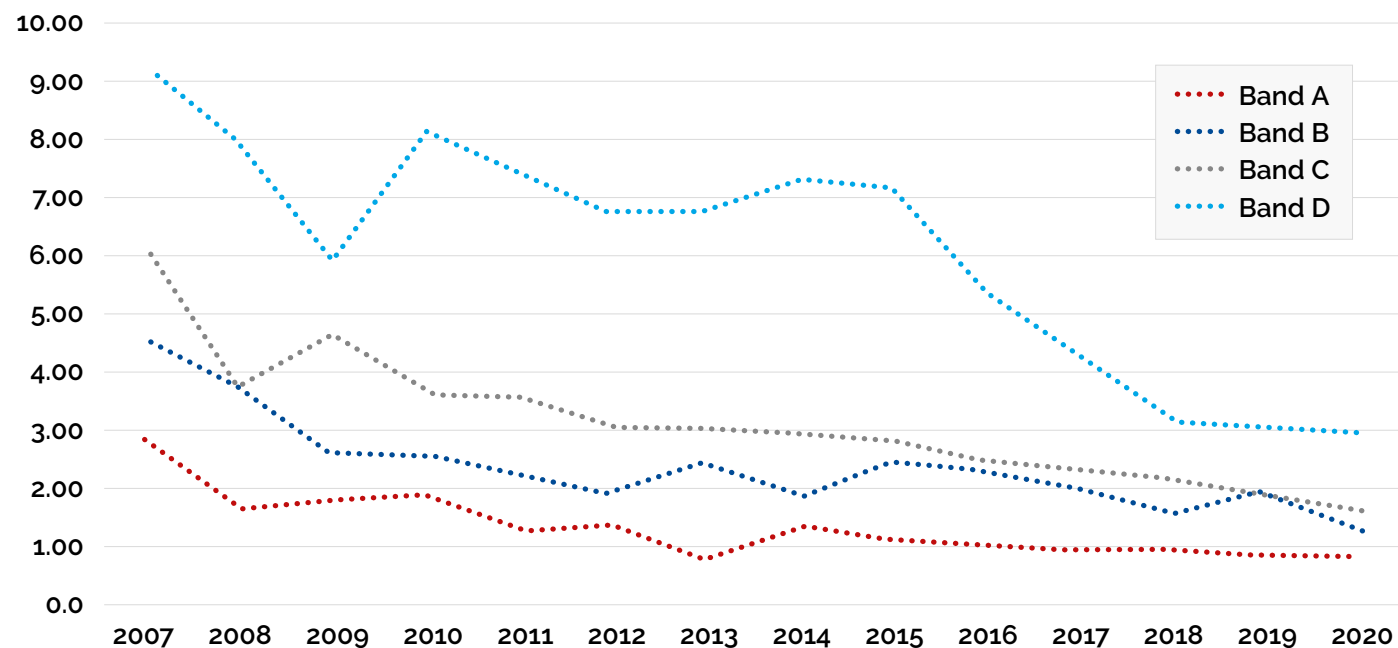


• Lost time injury frequency rate (LTIFR) - the number of LTIs (including fatalities) per million hours worked.

TRIR by Company Band, n=138

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A = 20% n, 72% man-hrs, B = 8% n, 12% man-hrs, C = 26% n, 13% man-hrs, D = 46% n, 3% man-hrs



• Total recordable injuries rate (TRIR) - the number of recordable injuries (including fatalities and LTIs) per million hours worked.

LTIFR and TRIR by Company Band

Year	A = >10M manhours		B = 5-10M mh		C = 1-5M mh		D = <1M mh	
	Band A	Band B	Band C	Band D	LTIFR	TRIR	LTIFR	TRIR
2020	0.24	0.87	0.31	1.25	0.55	1.62	0.96	2.96
2019	0.23	0.84	0.50	1.96	0.68	1.89	0.92	3.04
2018	0.27	0.90	0.53	1.60	0.58	2.16	0.99	3.16
2017	0.22	0.95	0.45	2.01	0.62	2.39	1.21	4.38
2016	0.26	1.07	0.55	2.29	0.62	2.45	0.94	5.34
2015	0.29	1.16	0.59	2.49	0.56	2.82	1.79	7.17
2014	0.29	1.31	0.54	1.86	0.81	2.93	1.63	7.33
2013	0.19	0.79	0.62	2.47	0.75	3.03	2.13	6.76
2012	0.30	1.35	0.37	1.92	0.99	3.06	2.36	6.72
2011	0.27	1.29	0.58	2.24	1.10	3.58	2.01	7.37
2010	0.44	1.88	0.84	2.60	1.02	3.62	2.18	8.07
2009	0.40	1.78	0.64	2.58	1.41	4.66	1.74	5.90
2008	0.43	1.70	1.14	3.81	1.18	3.78	2.41	7.93
2007	0.78	2.82	1.24	4.57	1.44	6.07	1.64	9.20

Definitions

- 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 (including fatalities and LTIs) 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.
- 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.

Improving performance in the marine contracting industry

To find out more on Safety Statistics and reporting visiting our website www.imca-int.com



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