

To: All Members
Health, Safety and Environment (HSE) Committee
Cc: Marine Committee
Crewing and Training Committee

14 August, 2024

Circular No. 53/2024

Dear Member,

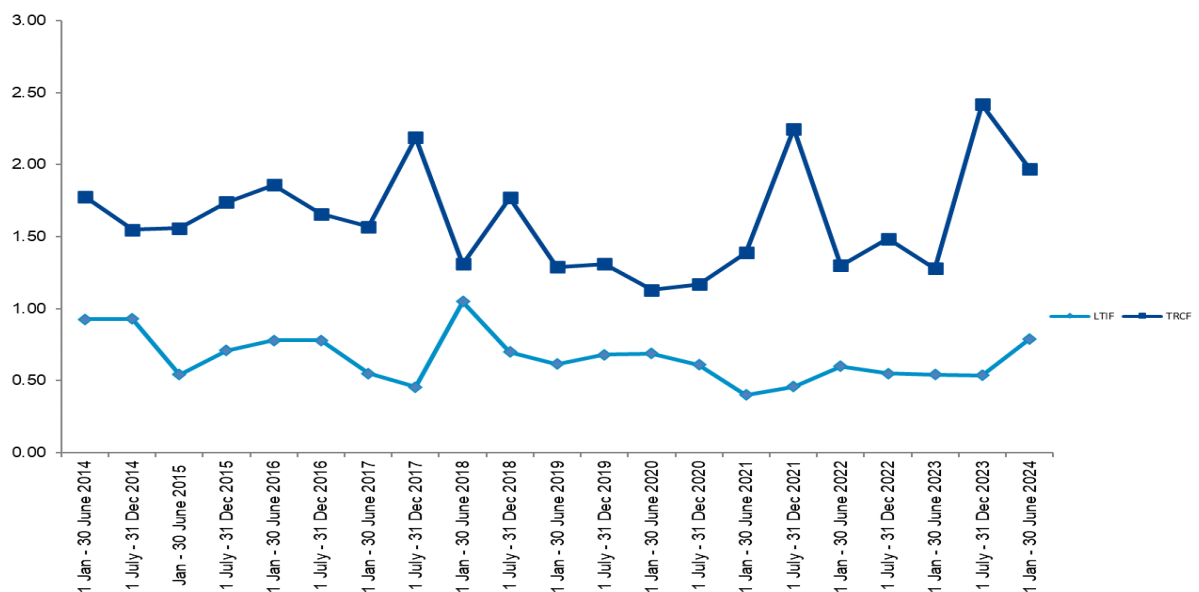
Marine Injury Statistics, 1 January – 30 June 2024

The Marine Injury Statistics for the period 1 January – 30 June 2024 are hereby attached as **Annex 1** for Members' information and perusal. This is the 38th set of injury statistics based on the Oil Companies International Marine Forum (OCIMF) Guidelines.

Eleven Members submitted a response to the Questionnaire, for the period 1 January – 30 June 2024. The Chamber's Members provided data only for vessels under full management and ownership.

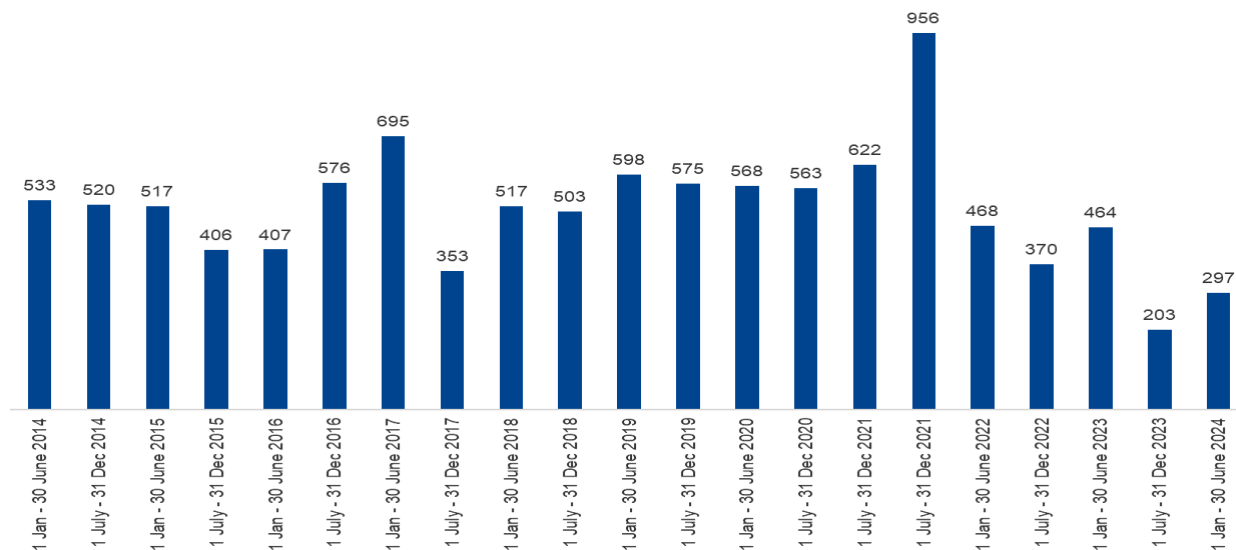
The calculated Total Recordable Case Frequency (TRCF) and Lost Time Injury Frequency (LTIF) figures were 1.97 and 1.02 respectively based on approximately 27-million-man Exposure Hours, for the period 1 January – 30 June 2024. The TRCF and LTIF figures were 2.42 and 0.79 respectively based on approximately 19-million-man Exposure Hours, for the previous period 1 July – 31 December 2023 (**Graph 1**).

Graph 1 – Total Recordable Case Frequency (TRCF) and Lost Time Injury Frequency (LTIF)



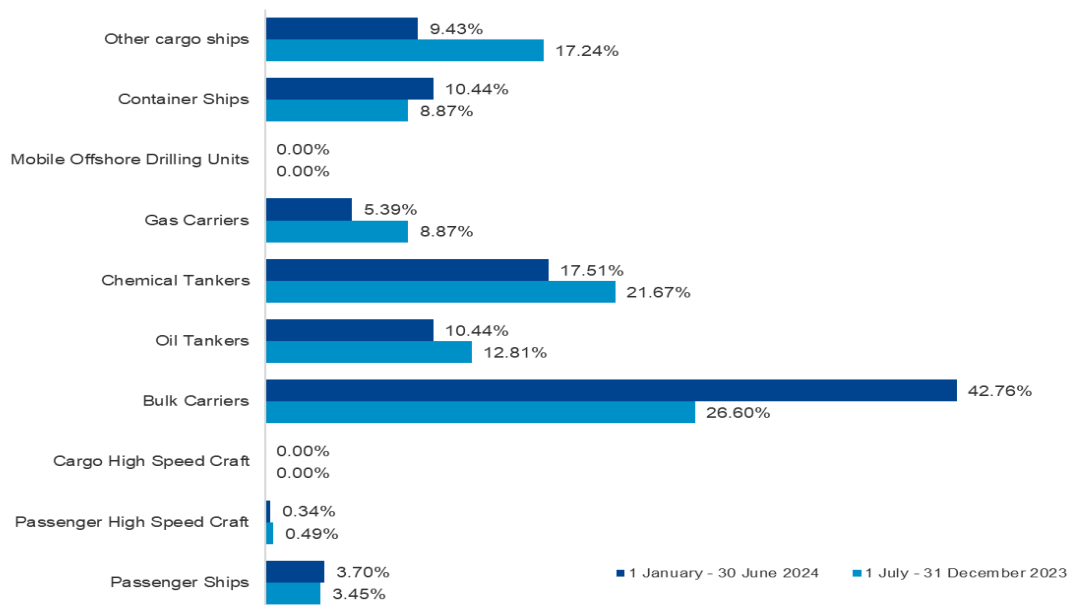
The number of vessels involved in the Questionnaire during the period 1 January – 30 June 2024 (297) increased in comparison to the previous period (203). This represents approximately 24% of the total fleet of ships under full management and ownership by the Chamber's Members (**Graph 2**).

Graph 2 – Total Number of Vessels involved in the Questionnaire



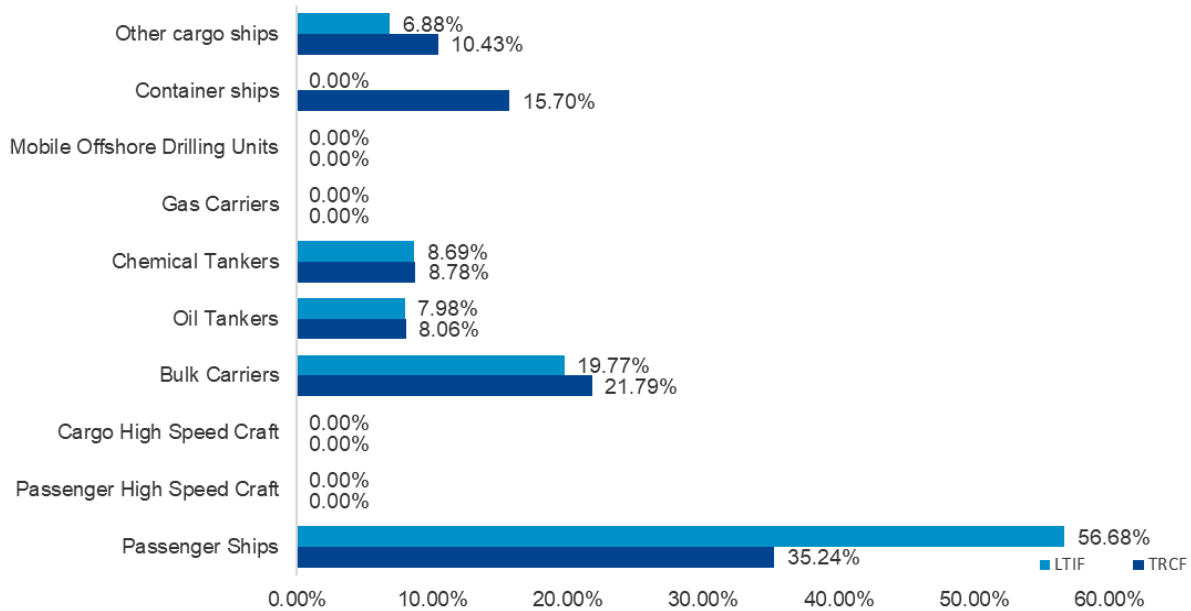
The largest percentage of vessel types involved in the Questionnaire for the period 1 January – 30 June 2024 were Bulk Carriers followed by Chemical Tankers. (**Graph 3**).

Graph 3 – Percentage of Total Number of Vessels involved in the Questionnaire by Ship Type



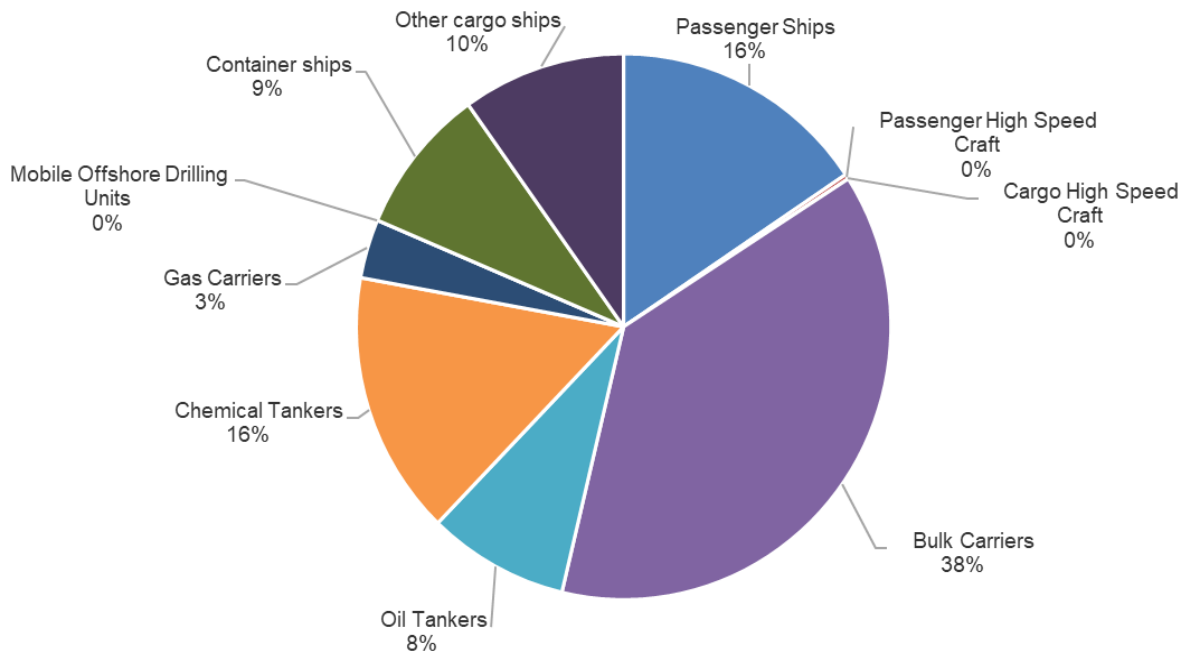
Passenger ships had the highest percentage of LTIF among all vessel types. Moreover, Passenger ships and Bulk Carriers had the highest percentage of TRCF among all vessel types for the period 1 January – 30 June 2024. **(Graph 4a)**.

Graph 4a – Percentage of Lost Time Injury Frequency (LTIF) and Total Recordable Case Frequency (TRCF) by Ship Type



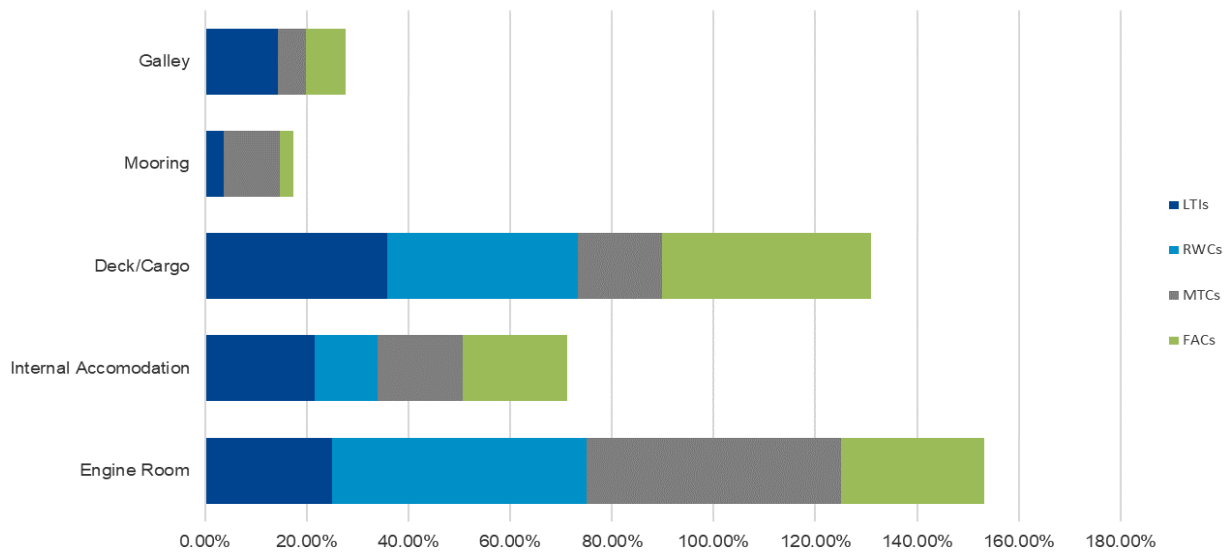
Bulk Carriers had the highest percentage of exposure hours among all vessel types followed by Chemical Tankers and Passenger Ships for the period 1 January – 30 June 2024. **(Graph 4b)**.

Graph 4b – Percentage of Exposure hours per Ship Type



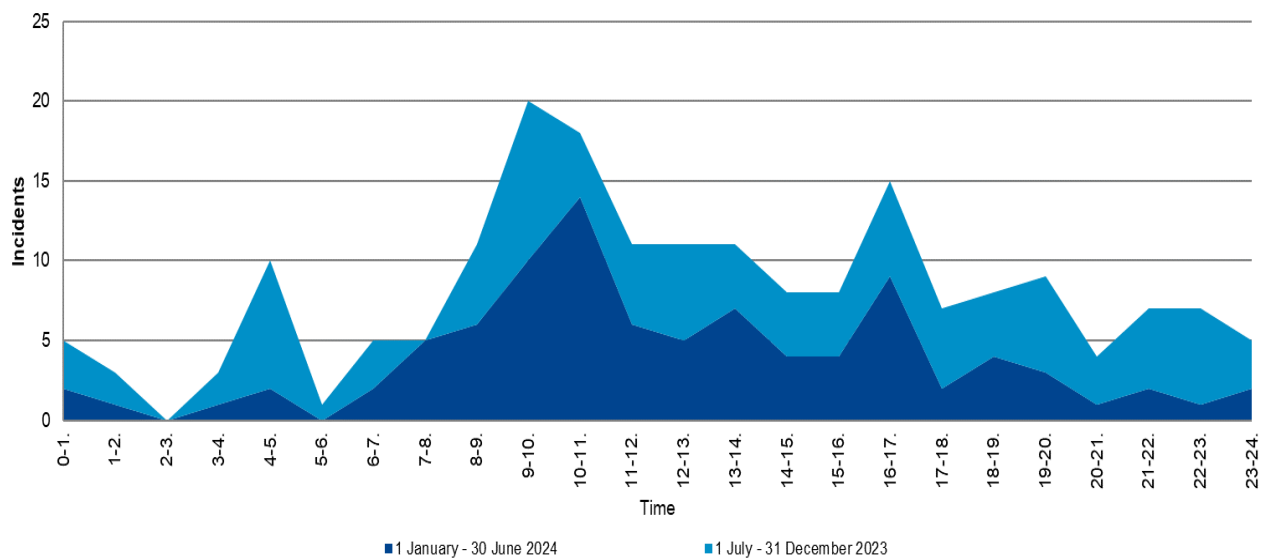
The highest percentage of injuries occurred at the Engine Room followed by the Deck/Cargo area and Internal Accommodation **(Graph 5)**.

Graph 5 – Percentage of LTIs, RWCs, MTCs and FACs by Location on the Ship



The majority of incidents (LTIs + RWCs + MTCs + FACs) occurred during the time interval 10:00 – 11:00 followed by the interval 09:00 – 10:00, and 16:00 – 17:00. **(Graph 6)**.

Graph 6 – Total Incidents (LTIs + RWCs + MTCs + FACs) by Time of the Accident(s)

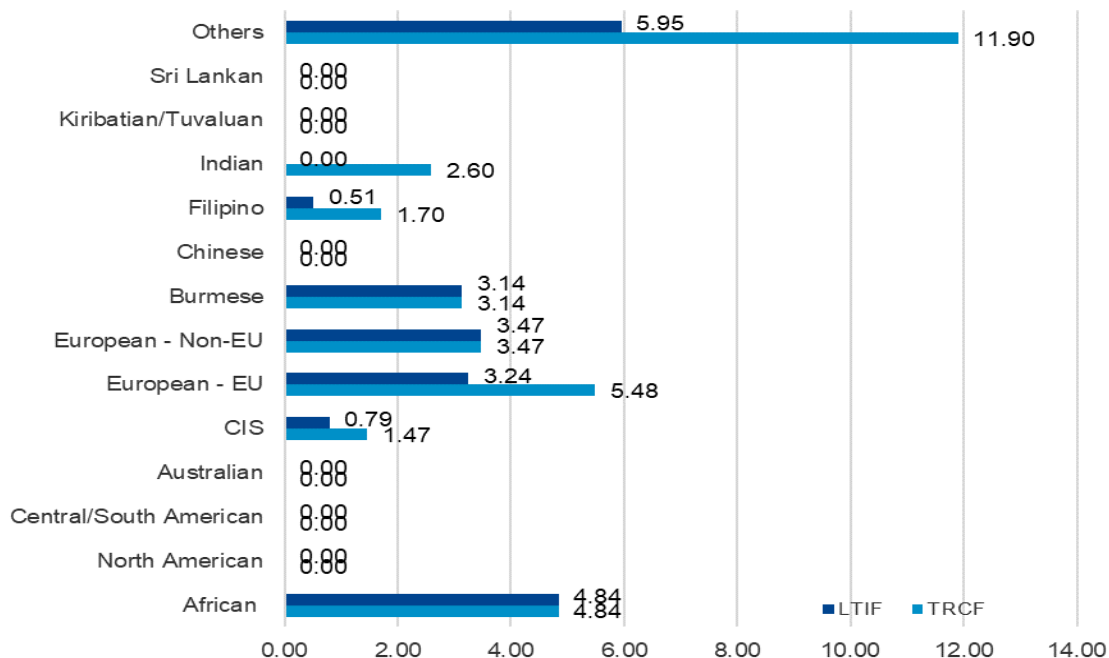


The highest percentage of exposure hours among all nationalities originated from CIS Countries followed by the Philippines. The respective LTIF and TRCF per nationality calculated against the exposure hours of each individual nationality or group of nationalities' exposure hours are shown in **Graph 7**. The respective LTIF and TRCF per nationality or group of nationalities calculated against the exposure hours are shown in **Graph 8**.

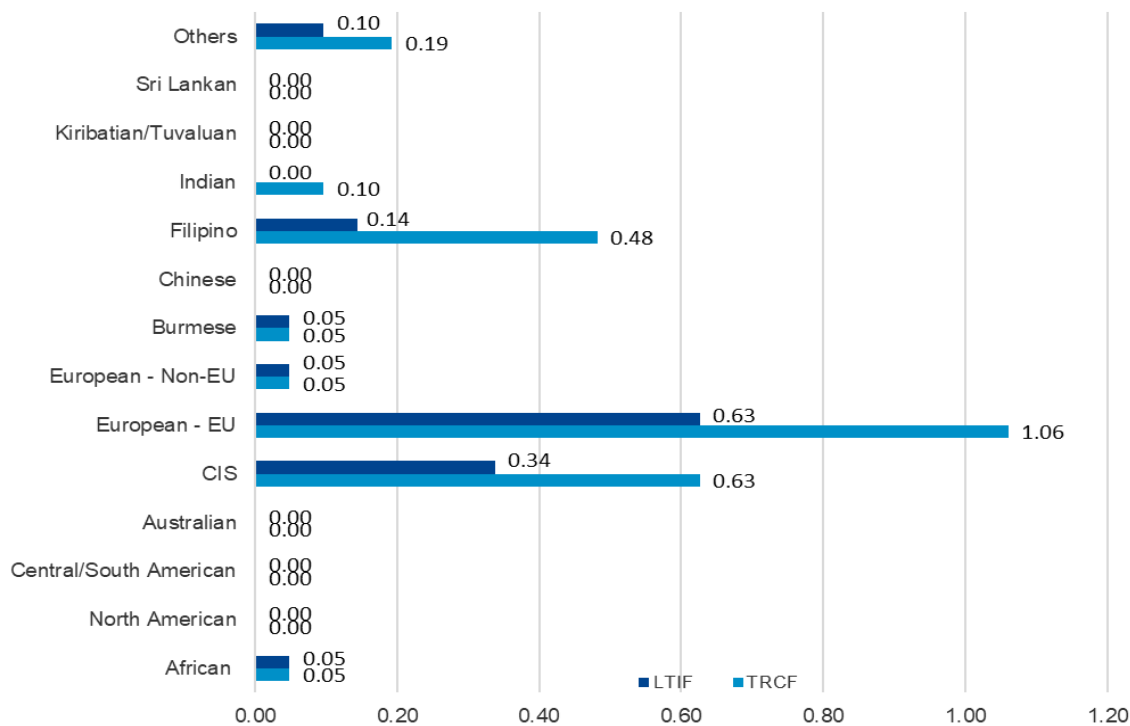
LTIF and TRCF in Graphs 7 and 8 are calculated based on 20,753,736 Exposure hours (as reported by Members, see Table 5 of Annex 1) and not the total Exposure hours which were 27,409,216.



Graph 7 - Lost Time Injury Frequency (LTIF) and Total Recordable Case Frequency (TRCF) by Nationality based on nationality/group of nationalities' Exposure Hours

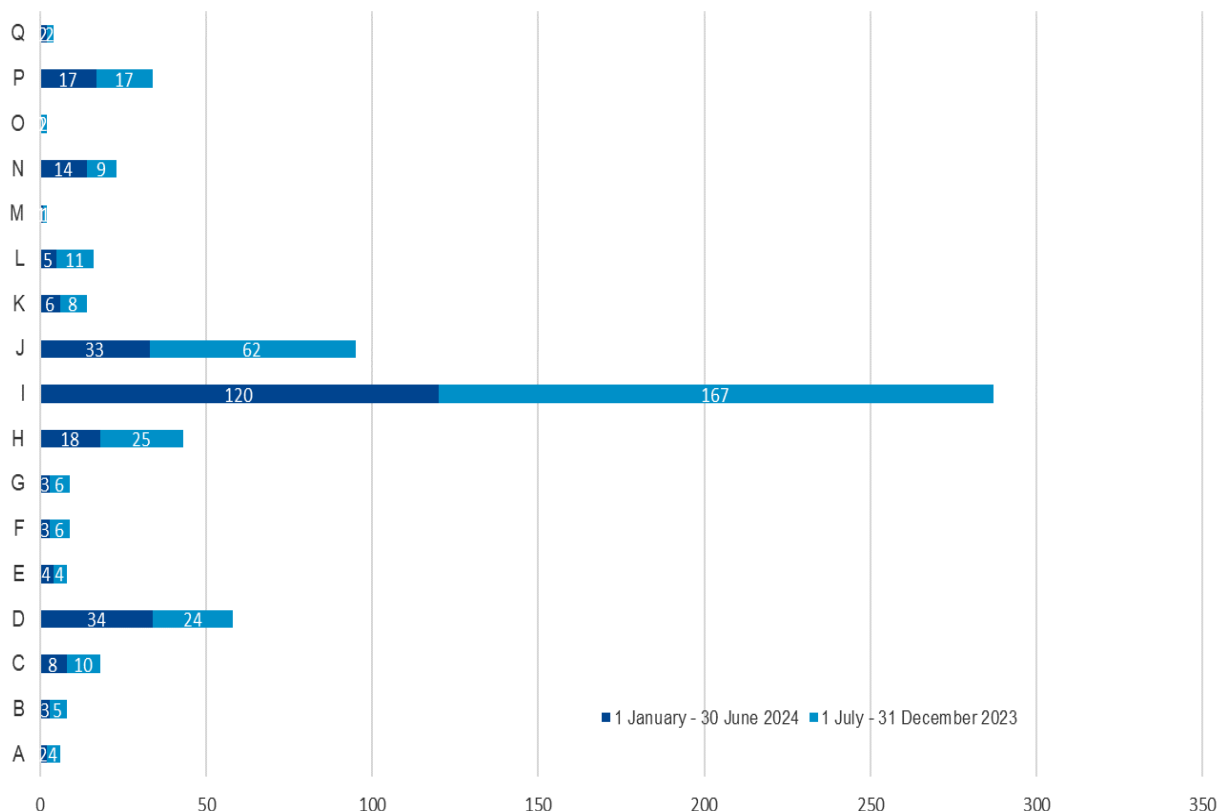


Graph 8 - Lost Time Injury Frequency (LTIF) and Total Recordable Case Frequency (TRCF) by Nationality based on Total Exposure Hours



The majority of accidents during the time period 1 January – 30 June 2024 where: Cargo Incidents, followed by Damage to the vessel and/or its equipment as a result of an incident. **(Graph 9)** (For a more detailed analysis of the accidents see Section 7 in the attached **Annex 1**)

Graph 9 – Ship Accident Statistics



- A. Collision (any collision with a fixed or floating object i.e. this would include collisions with oil rigs and other such structures)
- B. Grounding
- C. Pollution (environmental damage for which the ship is accountable i.e. oil, garbage, etc.)
- D. Damage to the vessel and/or its equipment as a result of an incident
- E. Fire (Incidents involving damage to the vessel only)
- F. Heavy weather damage (Damage to the ship and/or cargo by heavy weather)
- G. Anchoring incidents (i.e. Incidents whilst in the process of releasing or recovering the anchors)
- H. Berthing/Mooring incidents (i.e. Incidents involving broken lines, tug damage, berthing contacts, etc.)
- I. Cargo incidents
- J. Accidents/incidents involving 3rd parties (i.e. passengers, stevedores, etc.)
- K. Main Propulsion
- L. Mechanical
- M. Navigation
- N. Cargo Equipment
- O. Cargo Migration
- P. Other
- Q. Security Breaches (Incidents involving piracy, theft, smuggling, stowaways, etc.)

Yours faithfully,

Chrysostomos Efthymiou – Marine Officer

This is a computer-generated message and therefore unsigned.



Annex A – Useful definitions

The following are useful definitions copied from the OCIMF “Marine Injury Reporting Guidelines” to enable Members to clearly read and understand the Circular.

Lost Time Injuries (LTIs):

LTIs are the sum of Fatalities, Permanent Total Disabilities (PTD), Permanent Partial Disabilities (PPD) and Lost Workday Cases (LWC).

$$LTIs = Fatalities + PTD + PPD + LWC$$

Fatalities: A death directly resulting from a work injury regardless of the length of time between the injury and death.

Permanent Total Disabilities (PTD): This is any work injury which incapacitates an employee permanently and results in termination of employment on medical grounds (e.g. loss of limb(s) permanent brain damage, loss of sight) and precludes the individual from working either at sea or ashore.

Permanent Partial Disability (PPD): This is any work injury which results in the complete loss, or permanent loss of use, of any member or part of the body, or any impairment of functions of parts of the body, regardless of any pre-existing disability of the injured member or impaired body function, that partially restricts or limits an employees basis to work on a permanent basis at sea. Such an individual could be employed ashore but not at sea in line with industry guidelines.

Lost Work Case (LWC): This is an injury which results in an individual being unable to carry out any of his duties or to return to work on a scheduled work shift on the day following the injury unless caused by delays in getting medical treatment ashore. An injury is classified as an LWC if the individual is discharged from the ship for medical treatment.

Exposure Hours:

It is defined as the period of 24 hours per day while serving on board.

Restricted Work Case (RWC):

This is an injury which results in an individual being unable to perform all normally assigned work functions during a scheduled work shift or being assigned to another job on a temporary or permanent basis on the day following the injury.

Medical Treatment Case (MTC):

This is any work-related loss of consciousness (unless due to ill health), injury or illness requiring more than first aid treatment by physician, dentist, surgeon or registered medical personnel, e.g. nurse or paramedic under the standing orders of a physician, or under the specific order of a physician or if at sea with no physician onboard could be considered as being in the province of a physician.

First Aid Case (FAC):

This is any one-time treatment and subsequent observation or minor injuries such as bruises, scratches, cuts, burns, splinters, etc. The first aid may or may not be administered by a physician or registered professional.

Total Recordable Cases (TRC):

TRC is the sum of all work-related fatalities, lost time injuries, restricted work injuries and medical treatment Injuries.

$$TRCs = LTIs + RWCs + MTCs$$



Lost Time Injury Frequency (LTIF):

This is the number of Lost Time Injuries per unit exposure hours. The unit used in respect of LTIF is one million man-hours.

$$LTIF = LTIs \times \frac{1,000,000}{Exposure\ Hours}$$

Total Recordable Case Frequency (TRCF):

This is the number of TRCs (i.e., LTIs + RWCs + MTCs) per unit exposure hours. The unit used in respect of TRCF is one million man-hours.

$$TRCF = (LTIs + RWCs + MTCs) \times \frac{1,000,000}{Exposure\ Hours}$$

