



Marine Casualties & Marine Incidents Review

MARITIME INVESTIGATION
DEPARTMENT

2026
Yearbook

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Message from the Director of Marine

FOREWORD

This year, the Singapore Registry of Ships ("SRS") celebrates a significant milestone, and MPA proudly marks its 30th Anniversary — three decades of steadfast commitment to maritime safety, excellence, and sustainability.

MPA recognises the importance and value of the maritime industry and the need for industry stakeholders to remain agile and forward-looking in an ever-evolving maritime landscape. As the industry navigates the twin challenges of decarbonisation and digitalisation, our commitment to safe, efficient, and well-regulated maritime operations remains unwavering.

Our team has put together a special feature for this year's SRS Forum by publishing the MID Yearbook 2026. The MID Yearbook 2026 showcases MPA MID's role in investigating marine casualties and incidents and highlights the importance of a robust safety culture in building a resilient and sustainable maritime community. This edition is especially meaningful as we reflect on 30 years of progress and look ahead to the next chapter of Singapore's maritime journey.

When a marine casualty or incident occurs, every action matters. Timely notification to MPA and detailed evidence gathering are of paramount importance for an investigation outcome that is comprehensive, accurate, and impartial. It is through this rigorous approach that we continue to uphold Singapore's standing as a leading maritime nation.

Thank you for your continued support towards the growth of the Singapore Registry of Ships.

Stay Safe. Stay Vigilant. Stay Committed to Excellence.

Cheah Aun Aun
Director of Marine
Director of Shipping





INTRODUCTION

This section provides an overview of the Maritime Investigation Department, covering our roles and responsibilities, the casualty reporting framework that underpins our work, the types of casualties we investigate, and the team behind it all.



WHAT WE DO



CASUALTY REPORTING



MEET THE TEAM



TYPES OF CASUALTIES

Introduction



The Maritime and Port Authority of Singapore ("MPA"), established on 2 February 1996, is a statutory board under the Ministry of Transport. Its mission is to develop Singapore as a premier global hub port and international maritime centre, and to advance and safeguard Singapore's strategic maritime interests, with the vision of being the leading maritime agency driving Singapore's global maritime aspirations.

The Maritime Investigation Department ("MID"), residing within MPA's Shipping Division, conducts inquiries on shipping casualties. The inquiries seek to determine the cause of the casualty, including offences as conferred by relevant Acts and subsidiary legislations e.g., Merchant Shipping Act 1995, Merchant Shipping (Prevention of Collisions at Sea) Regulations, etc.



What we do

MID conducts shipping casualty inquiries for:

- (a) a ship that is registered in Singapore when the casualty happens anywhere in the world, or
- (b) the ship (non-Singapore registered) was in Singapore.

Upon receiving report of a shipping casualty, or otherwise as instructed by the Director of Marine ("DM"), designated MID Investigation Officer ("IO") will cause a preliminary inquiry to be launched.

The process of the preliminary inquiry will be conducted in accordance with MID's 'Maritime Investigation Procedure.'



Casualty Reporting

The owner or the master of the ship must, within 24 hours of the occurrence of a shipping casualty, report the occurrence to the Director. Such reporting is also promulgated to the relevant shipping communities vide the latest MPA Shipping Circular. At the time of developing this Yearbook, the latest MPA Shipping Circular is No. 2 of 2024.



THE MID TEAM

The people behind MID's commitment to maritime safety, investigation and engagement.



*Maritime Investigation Department,
Shipping Division*



From left to right: (SPI) Capt. Cheong Kwee Thiam
(SDD) Mr. Chen Kit Jam
(PI) Capt. Yi Wenhao
(DD) Capt. Zong Xingdong
(DM) Mr. Cheah Aun Aun
(PI) Capt. Yang Jialiang
(PI) Capt. G. R. Prathap



Severity Level

MID adopts the International Maritime Organization (IMO)'s Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code) ("CI Code") with regard to the following categories of casualty severity levels:

- **Very serious marine casualty (VSMC)[1]**
- **Serious marine casualty (SMC)[2]**
- **Less serious marine casualty (LSMC)[3]**
- **Marine Incident (MI)[4]**

Definition of marine casualty

CI Code defines marine casualty as an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship:

1. the death of, or serious injury to, a person;
2. the loss of a person from a ship;
3. the loss, presumed loss or abandonment of a ship;
4. material damage to a ship
5. the stranding or disabling of a ship, or the involvement of a ship in a collision;
6. material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual; or
7. severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships

[1] as defined in section 2.22 of the CI Code

[2] as defined in IMO circular MSC-MEPC.3/Circ.3

[3] a marine casualty which does not qualify as a very serious casualty or serious casualty as defined in IMO circular MSC MEPC.3/Circ.3

[4] as defined in section 2.10 of the Casualty Investigation (CI) Code



VSMC

Very Serious Marine Casualty

Includes:

- Total loss of the ship;
- Loss of life;
- Severe pollution, etc.



SMC

Serious Marine Casualty

Includes:

- Fire/ Explosion;
- Collision/ Contact;
- Grounding;
- Damages, Defects, etc.



LSMC

Less Serious Marine Casualty

Includes:

- Hazardous incidents;
- Near misses, etc.



MI

Marine Incident

Includes:

- Events others than a marine casualty, occurring directly in connection with ship operations.



Types of casualties

The department investigates and records marine casualties and incidents under the following eleven categories.



ALLISION



COLLISION



DEATH / FATALITY



FIRE



GROUNDING



INJURY



**MAN OVERBOARD
(MOB)**



**MISSING PERSON
ONBOARD**



OIL SPILL



**POLLUTION
(MARPOL)**



OTHERS



YEAR IN REVIEW (2023 - 2025)

This section presents a statistical overview of marine casualties and incidents reported between 2023 and 2025. From headline highlights to a detailed breakdown by ship type and incident category, the figures here reflect the breadth of cases handled by the division over the three-year period.



HIGHLIGHTS



NUMBER OF CASES
REPORTED



MARINE CASUALTIES AND
MARINE INCIDENTS BY
SHIP TYPE (2023 - 2025)



TYPE OF MARINE CASUALTIES
AND MARINE INCIDENTS
(2023 - 2025)

Year in Review (2023 - 2025)



Highlights

Some notable cases investigated by MID include the allision between a dredger and a bunker tanker, where said dredger experienced an electrical blackout which impaired her ability to manoeuvre, and resulting in her allision with the bunker tanker which was at berth. The allision resulted in marine pollution in Singapore waters. Another case was a fatality happening aboard a chemical tanker, where a seafarer lost his life when he was instructed to enter a tank that was not gas-free. In the above cases, wrongdoers were prosecuted and charged accordingly.

Aside from investigating Marine Casualties, MID also investigates regulatory contravention such as COLREGs infringement, crew disciplinary matters, and other relevant contravention offences.

MID also takes part in various forums, meetings, and seminars where investigation findings are discussed and shared.



Investigation

After an incident occurs, the Investigation Officer (IO) in charge will perform fact finding investigation.



Forums

MID IOs takes part in sharings to cover the department's analysis and insights in investigations.



Supporting Maritime Operations

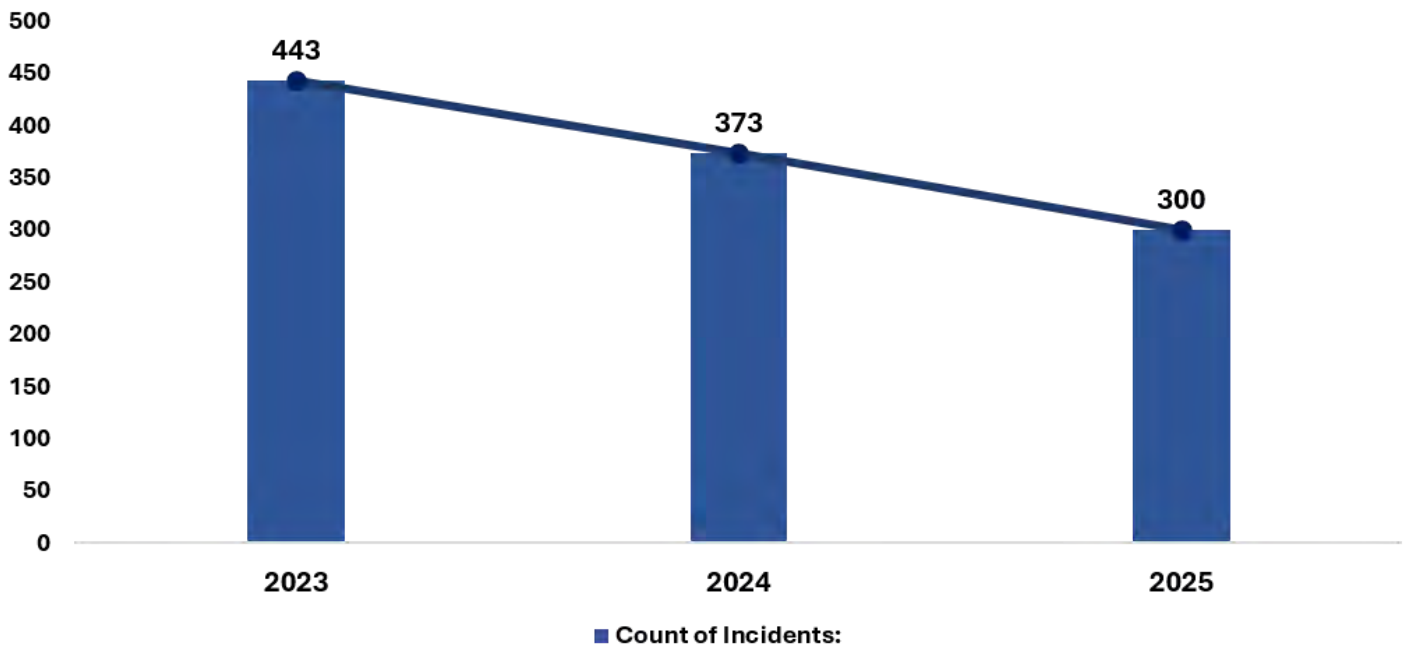
Through investigations, technical expertise, and stakeholder engagement, MID supports the safe and efficient operation of Singapore's maritime sector.



Number of cases reported (SRS)



Reported Marine Casualties and Incidents (2023–2025) for ships that are registered in Singapore when the casualty happens anywhere in the world.



1116

Total Case(s)



17

Operational Deaths



42

VSMC Case(s)



577

Injury Case(s)

Key Observations

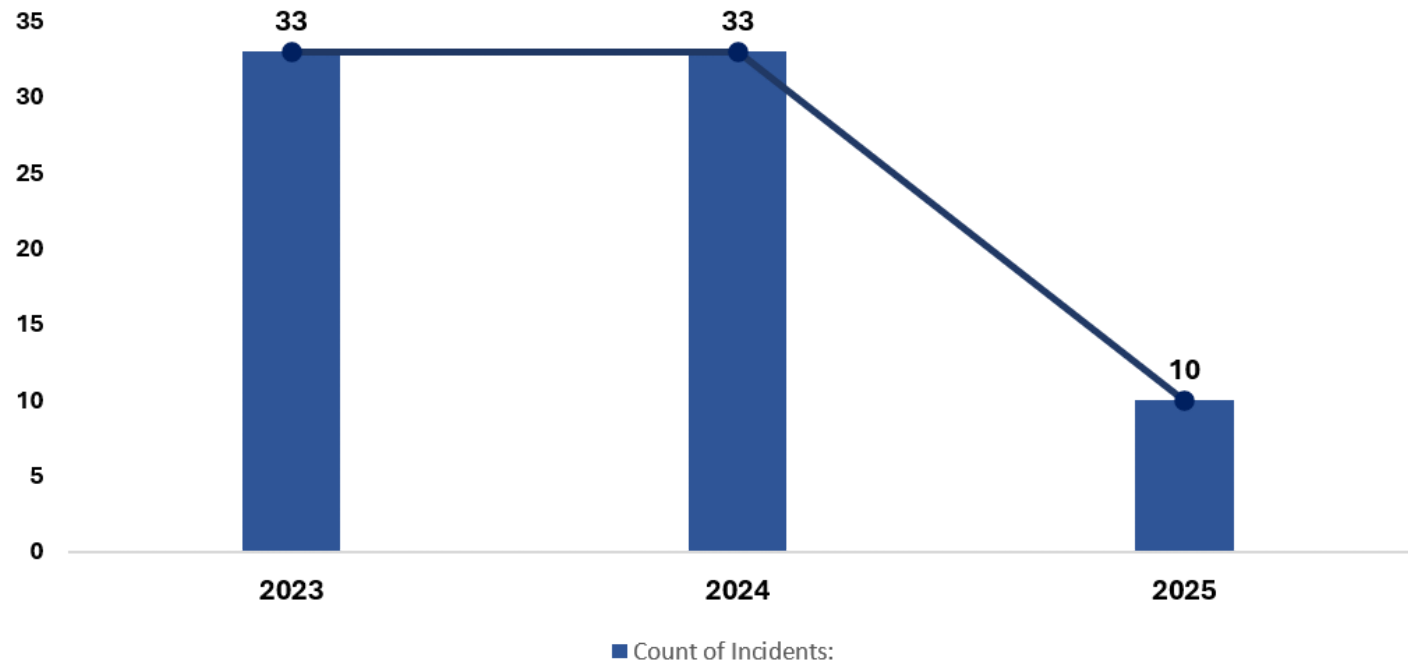
- Between 2023 and 2025, MPA Shipping Division received 1116 SRS marine casualties and marine incidents reports, with a consistent decline in reported cases over the three-year period.
- While the reduction in reported cases is encouraging, MID will continue working closely with industry stakeholders to promote maritime safety, strengthen reporting and investigation processes, and support continuous improvements across the sector.



Number of cases reported (non-SRS)



Reported Marine Casualties and Incidents (2023–2025) for ships (non-Singapore registered) that was in Singapore waters when the casualty happened.



76

Total Case(s)



2

Operational Deaths



7

VSMC Case(s)



10

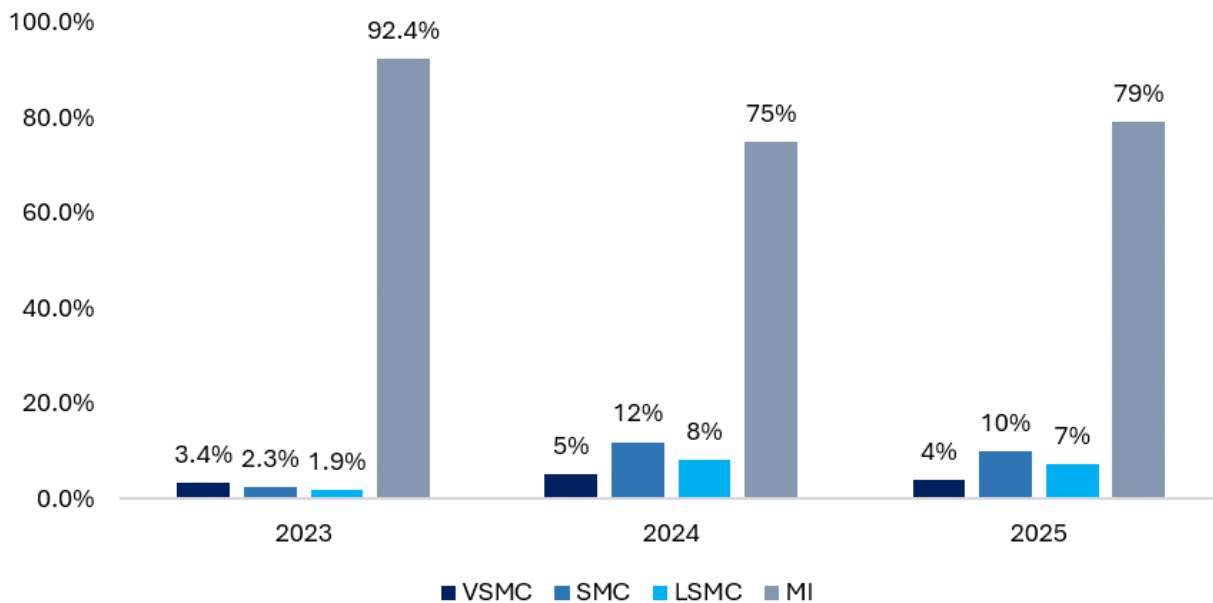
Injury Case(s)

Key Observations

- Between 2023 and 2025, MPA Shipping Division received 76 non-SRS marine casualties and marine incidents reports, covering regulatory contraventions, operational occurrences, and other reportable incidents.
- The downward trend reflects improving operational compliance across several categories. Continued engagement with industry stakeholders and proactive reporting remain essential to sustain long-term safety performance.



Number of cases reported



VSMC

4%

of all Cases



SMC

8%

of all Cases



LSMC

5%

of all Cases



MI

83%

of all Cases

While an overall reduction was observed across all severity levels compared with the previous year, continued collaboration with industry stakeholders remains essential to further reduce incident rates and strengthen maritime safety standards.

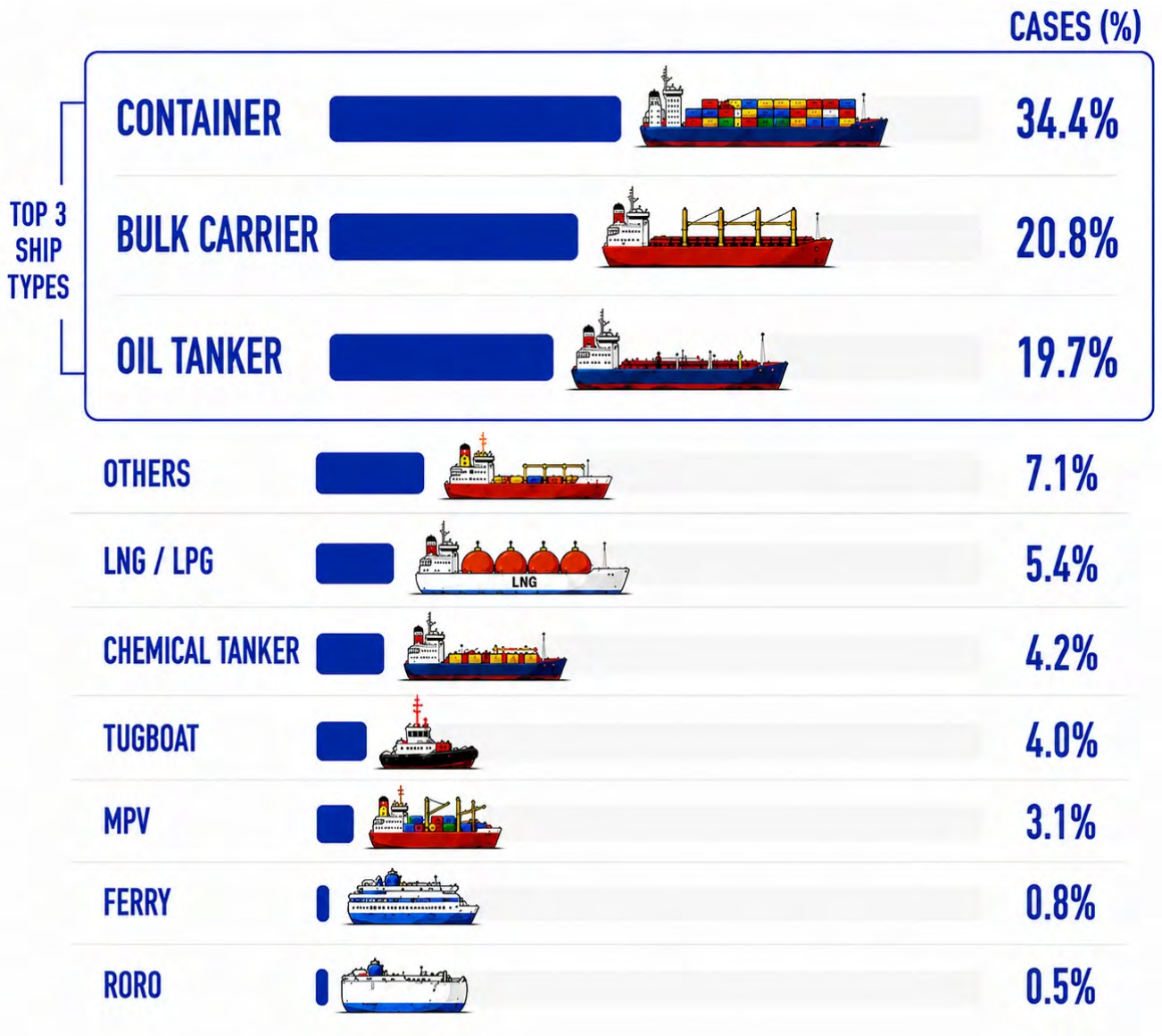
We believe that continued efforts are essential to achieve even greater reductions in incident rates and enhance safety standards across the board.

Key Observations

- Marine incidents accounted for majority of all reported cases, while VSMC remained relatively uncommon, representing approximately **4%** of reported cases annually.
- The proportion of SMC and LSMC cases increased in 2024 before declining slightly in 2025.



Marine Casualties and Marine Incidents by Ship Type (2023 - 2025)



Key Observations

- The top three ship types collectively represented **~75%** of all reported marine casualties and incidents.
- The higher percentage of reported cases among certain ship types reflects, in part, the number of vessels in operation and their level of operational activity. The figures should therefore not be interpreted as a direct measure of risk.

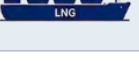
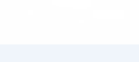


Marine Casualties and Marine Incidents by Ship Type & Severity Level



The following is the comparison of each ship type's 3-year average weightage for each severity level against the 2025 SRS fleet size.

*VSMC = Very Serious Marine Casualty, SMC = Serious Marine Casualty,
LSMC = Less Serious Marine Casualty, MI = Marine Incident*

SHIP TYPE	VSMC	SMC	LSMC	MI
 Container	0.41%	1.19%	0.74%	12.88%
 Bulk Carrier	0.74%	1.09%	0.54%	9.89%
 Oil Tanker	0.32%	0.32%	0.47%	8.17%
 Others	5.93%	8.15%	2.96%	45.93%
 LNG / LPG	0.00%	1.88%	1.41%	26.76%
 Chemical Tanker	0.09%	0.44%	0.44%	3.40%
 Tugboat	0.43%	0.26%	0.26%	3.13%
 MPV	0.37%	1.11%	1.48%	10.74%
 Ferry	0.00%	0.00%	0.91%	3.65%
 RORO	0.00%	2.67%	0.00%	5.33%

Key Observations

- When adjusted for fleet size, excluding the "Others" category, LNG/LPG vessels recorded the highest average incident reporting rate based on incidents across all four severity levels (~30%), followed by Container ships (~15.2%) and MPVs (~13.7%).



Type of Marine Casualties and Marine Incidents (2023 - 2025)

The table below presents the distribution of marine casualties and marine incident types.

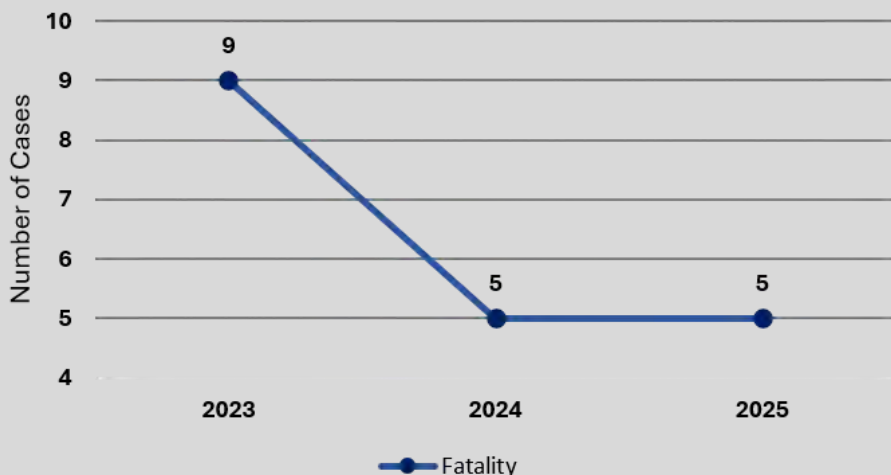
CASUALTY TYPE		SHARE OF TOTAL CASES		TREND
	Injury	49.2%		↓
	Others	9.6%		↓
	Collision	8.6%		↓
	Allision	8.2%		↑
	Death / Fatality	6.7%		↓
	Grounding	5.9%		↓
	Fire	4.9%		↓
	Pollution (MARPOL)	3.4%		↓
	Man Overboard (MOB)	1.6%		↓
	Oil Spill	1.5%		↓
	Missing Person Onboard	0.4%		↑
TOTAL		100%		↓ 34.9%

Key Observations

- Injury was the most frequently reported casualty type, accounting for **49.2%** of the total cases across the three-year period.
- Overall reported cases declined by **34.9%** between 2023 and 2025, reflecting continued improvements in maritime safety while highlighting areas requiring sustained attention.



Type of Marine Casualties and Marine Incidents (2023 - 2025)



Overview

19

fatality cases were reported between 2023 and 2025.



While injury remains the most common casualty type, fatalities represent the most serious outcome of marine casualties and marine incidents. Between 2023 and 2025, a total of 19 fatality cases were reported. Note that "Death / Fatality" refers to reported cases classified under the Death/Fatality casualty type, whereas "fatality cases" refer specifically to operational fatalities.



Although injuries decreased by 11.3% in 2025 compared with 2024, the number of fatality cases remained unchanged over the same period. Fatalities and injuries are not directly comparable, as they represent different types of outcomes. The same consideration applies when comparing figures between 2023 and 2024.



Despite a reduction, continued emphasis on risk assessment, effective safety management systems and crew accountability remains essential.



MID continues to promote safety awareness and accident prevention through initiatives such as the biannual SRS E-Bulletin, and industry engagement sessions with stakeholders. These efforts aim to reduce operational risks and foster a safer maritime environment.



Key Takeaway

While fatality cases have stabilised since 2024, continued vigilance and sustained safety initiatives remain essential in reducing serious marine casualties and improving maritime safety.



INCIDENT ANALYSIS

This section takes a closer look at the Marine Casualties and Marine Incidents investigated by the department, presenting a statistical analysis across all eleven categories.



INCIDENT ANALYSIS

Allision • Collision • Death / Fatality • Fire • Grounding • Injury

Man Overboard (MOB) • Missing Person Onboard • Oil Spill

Pollution (MARPOL) • Others

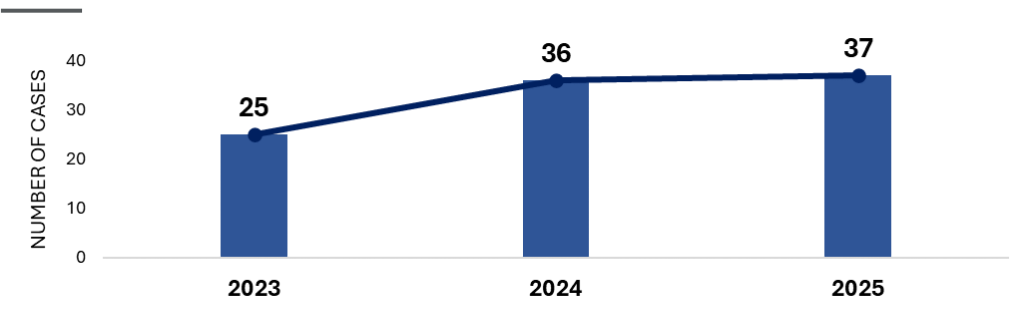
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ALLISION



Trend of Allision Cases (2023 - 2025)



Trend

(2023 → 2025)

▲ 48%



INCREASING
TREND

The 48% increase in Allision cases contrasts with the overall decline in marine casualties and incidents.

The majority of allision cases involved contact with fixed port infrastructure and other vessels during berthing and port manoeuvres, suggesting that greater emphasis should be placed on port approach procedures, and compliance with the Safety Management System (SMS).

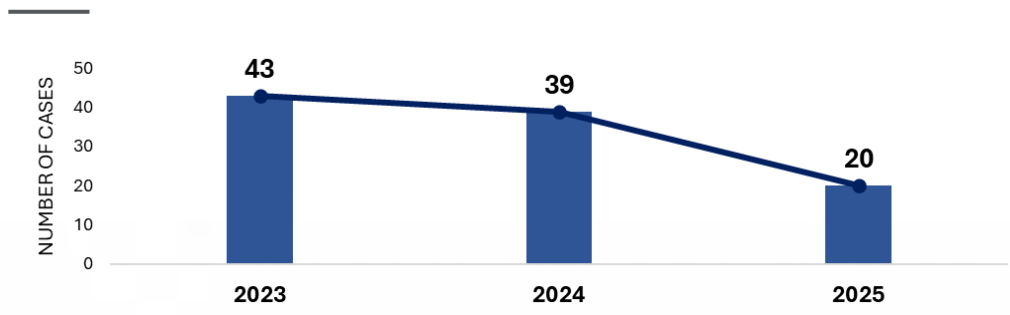
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COLLISION



Trend of Collision Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ 53%



STRONG
IMPROVEMENT

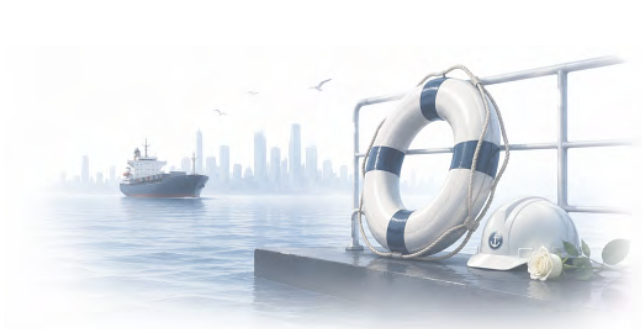
Collision cases have decreased by 53%. Majority of cases involves contact with other merchant and commercial vessels as well as fishing vessels during transits and port manoeuvres

This suggests that greater emphasis should be placed on maintaining proper lookout, adherence to COLREGS, and compliance with the Safety Management System (SMS).

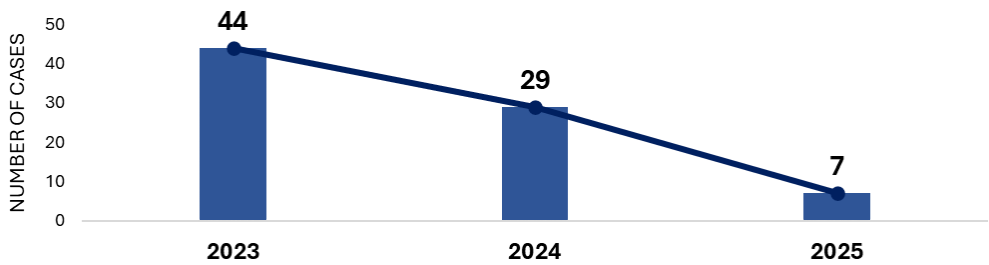
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DEATH/ FATALITY



Trend of Death/ Fatality Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ 84%



SIGNIFICANT
IMPROVEMENT

Death and fatality cases declined significantly by 84%. Notwithstanding this improvement, death/ fatality cases remain a priority concern.

While this reduction is encouraging, each case represents an irreplaceable loss of life. The cases highlight the continued importance of rigorous safety protocols, proper supervision, and a strong safety culture onboard to ensure the wellbeing of all crew members.

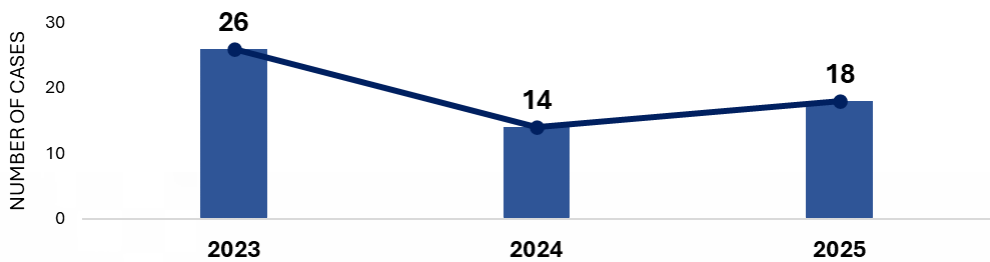
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FIRE



Trend of Fire Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ 31%



OVERALL
DECLINE

Fire-related cases decreased by 31% overall, though there was an uptick in 2025 compared to 2024.

Engine room and container fires accounted for the largest share of incidents, with the latter raising particular concern over the undeclared or misdeclared carriage of lithium-ion battery-containing cargo. This highlights the continued need for thorough cargo verification, robust engine room safety practices, and strict compliance with the Safety Management System (SMS).

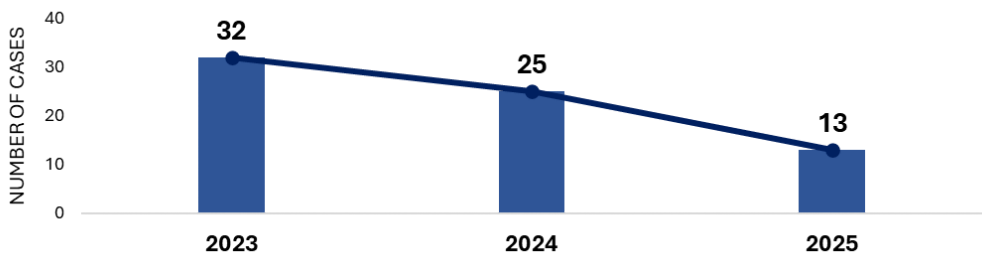
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GROUNDING



Trend of Grounding Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ 59%



CONSISTENT
DECLINE

Grounding cases decreased by 59%, with incidents that were most frequently recorded being port approaches, channel transits, and pilotage operations.

This underscores the critical role of bridge resource management and passage planning in preventing groundings. Ship operators and crew are reminded that situational awareness and SMS compliance remain key safeguards, particularly during high-risk manoeuvring situations.

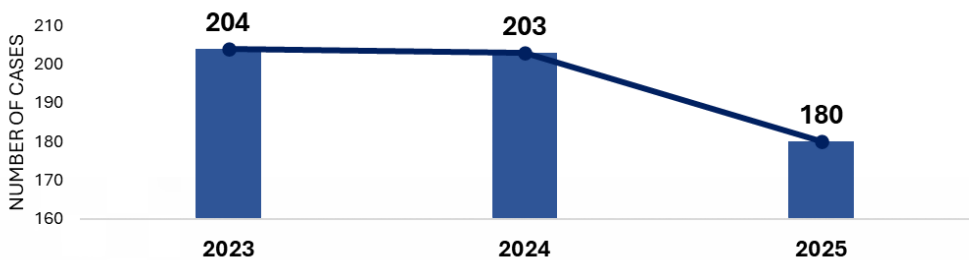
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INJURY



Trend of Injury Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ 12%



SLIGHT
IMPROVEMENT

Injury cases decreased by 12%, most commonly resulting from slips and falls, entrapment, and object contact injuries.

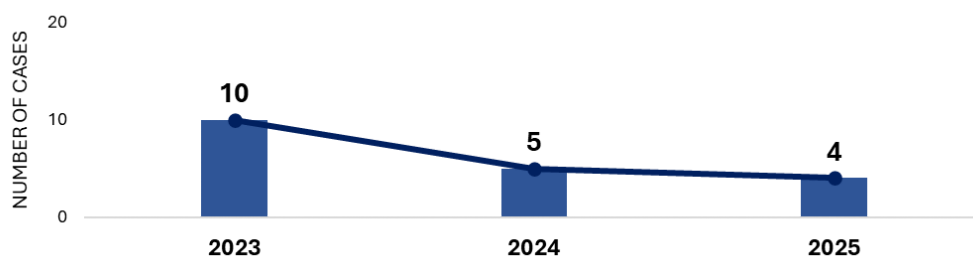
This highlights the need for robust onboard safety culture. Ship operators and crew are reminded to ensure proper risk assessments and toolbox talks are conducted before carrying out work activities.

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MAN OVERBOARD



Trend of Man Overboard Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ **60%**



**SIGNIFICANT
IMPROVEMENT**

Man Overboard cases decreased by 60%. The incidents were most frequently associated with pilot ladder operations and embarkation/disembarkation activities.

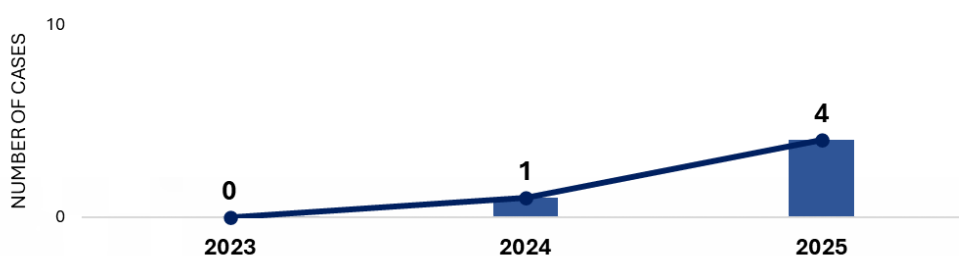
Ship operators and crew are reminded to ensure proper rigging and inspection of pilot ladders before use, and that a minimum two-person working arrangement is maintained to facilitate faster reporting and rescue should a person fall overboard.

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MISSING PERSON ONBOARD



Trend of Missing Person Onboard Cases (2023 - 2025)



Trend

(2023 → 2025)

▲ **3 cases**



**EMERGING
CONCERN**

Missing Person Onboard cases increased by 3. This upward trend warrants continued monitoring and attention.

Beyond a two-person working arrangement, ship operators are encouraged to foster a supportive onboard environment where crew can feel comfortable raising concerns. Regular welfare checks, open communication between officers and crew, and access to mental health resources are key measures in ensuring the overall wellbeing of all personnel onboard.

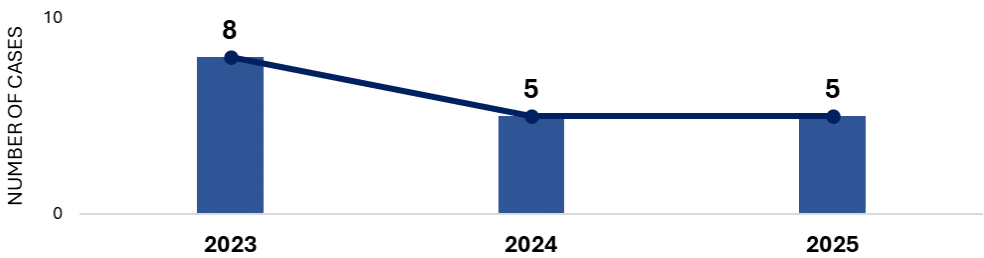
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OIL SPILL



Trend of Oil Spill Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ 38%



STEADY
IMPROVEMENT

Oil spill incidents (MARPOL Annex I) decreased by 38%, though cases remained constant from 2024 to 2025, indicating that further progress is needed. Incidents were most frequently associated with bunkering, internal transfer operations, and hydraulic oil spills.

Ship operators and crew are reminded to exercise vigilance during transfer operations, conduct regular maintenance of hydraulic systems, and ensure strict adherence to MARPOL requirements.

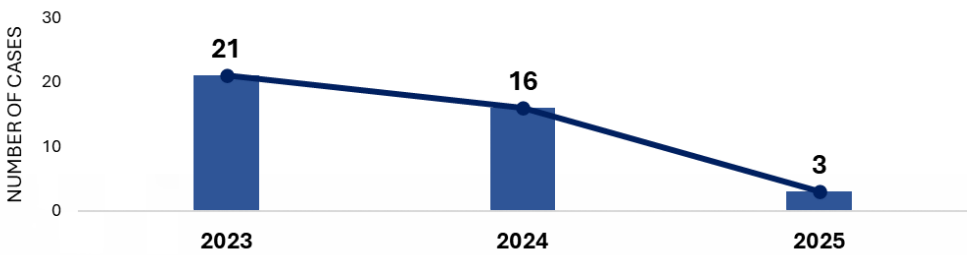
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POLLUTION (MARPOL)



Trend of Pollution (MARPOL) Cases (2023 - 2025)



Trend

(2023 → 2025)

▼ 86%



SIGNIFICANT
IMPROVEMENT

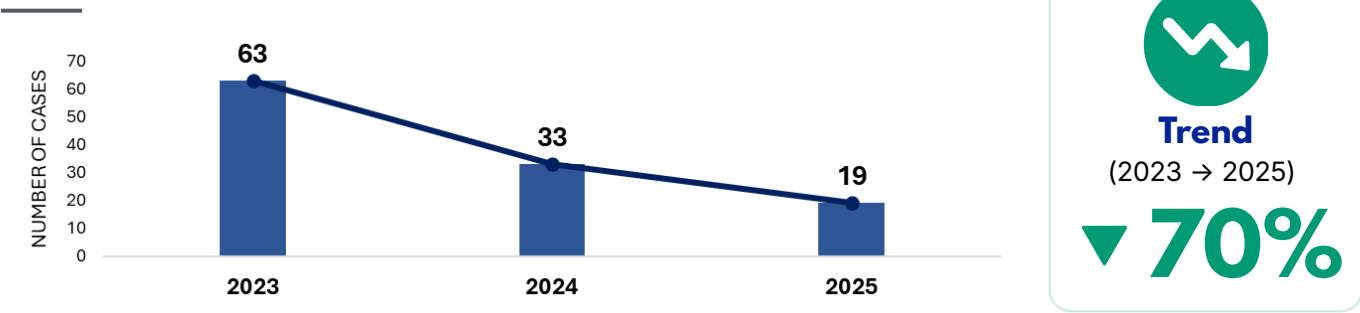
This category covers MARPOL pollution incidents other than Annex I (Oil Pollution), which saw a significant improvement with an 86% decrease. Incidents were most frequently associated with minor oil spills and oil leaks on deck, as well as oily water and bilge discharge violations.

Ship operators and crew are reminded to ensure proper containment and disposal procedures are followed at all times, and that all discharge activities are conducted in strict accordance with MARPOL requirements.

OTHERS



Trend of “Others” Cases (2023 - 2025)



Breakdown of the “Others” Category

The "Others" category comprises a wide range of incident types. The three largest identifiable contributors over the 2023–2025 period are presented below.

Equipment
21
Cases
18.3%
of “Others” cases

Contravention
20
Cases
17.4%
of “Others” cases

Security
17
Cases
14.8%
of “Others” cases



Together, these three categories account for **58 cases**, representing approximately **51%** of all “Others incidents.



**STEADY
IMPROVEMENT**

The "Others" category comprises a broad range of less common incident types, with cases decreasing by 70% overall.

Ship operators and crew are reminded to pay particular attention to the maintenance of anchoring and lifting equipment, adherence to COLREGS and port state requirements, and implementation of security measures against stowaways and theft, as these areas have consistently featured across reported incidents.

TOP CONTRIBUTING ROOT CAUSES

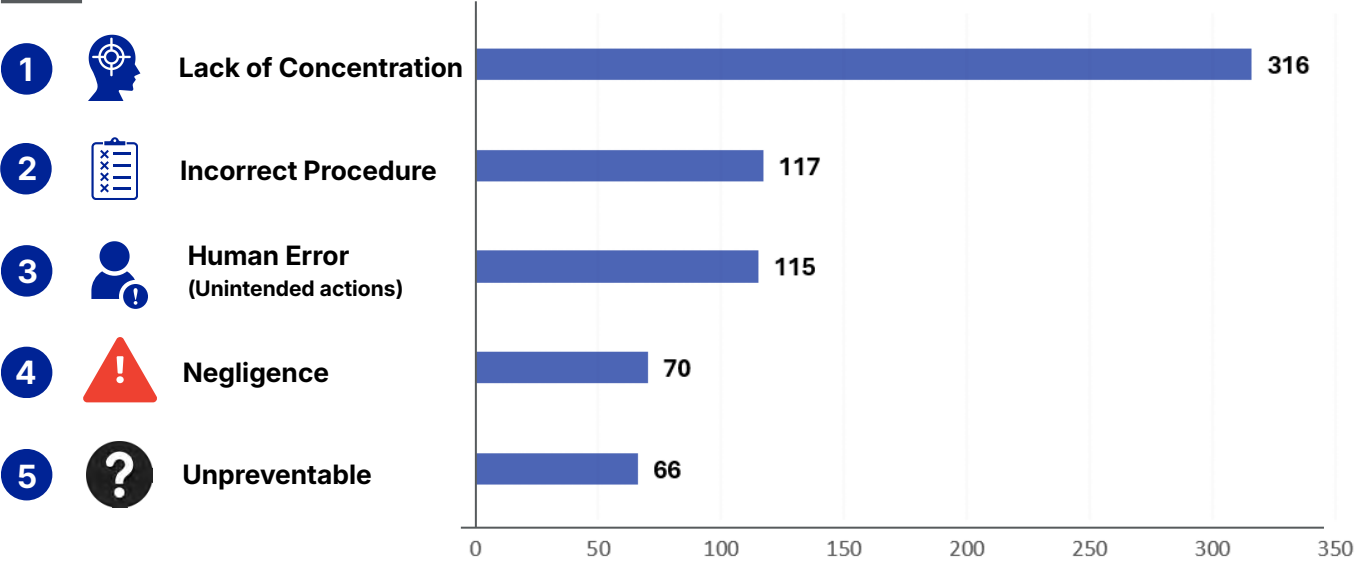




KEY INSIGHT

Human factors account for the vast majority of marine casualties and incidents, with Lack of Concentration alone contributing nearly three times more cases than any other identified root cause.

Top 5 Root Causes (2023 - 2025)





The top three root causes (Lack of Concentration, Incorrect Procedure, and Human Error) account for **548** cases, representing approximately **80%** of all identified root causes.

1



LACK OF CONCENTRATION

316
cases

Loss of attention or focus leading to errors, omissions, or delayed responses.

2



INCORRECT PROCEDURE

117
cases

Failure to follow established procedures, or taking inappropriate actions.

3



HUMAN ERROR (UNINTENDED ACTIONS)

115
cases

Deviation from acceptable practice despite available knowledge.

4



NEGLIGENCE

70
cases

Failure to exercise reasonable care or attention expected.

5



UNPREVENTABLE

66
cases

Incidents that could not reasonably have been anticipated or avoided.

Recommended Focus Areas



Fatigue Management



Procedural Compliance



Wellbeing of Seafarers



Supervision & Leadership



Safety Culture

KEY OBSERVATIONS



KEY OBSERVATION

Marine casualty frequencies have declined across most categories; however, recurring human factors remain the dominant contributor. Strengthening awareness, procedural discipline, and safety culture is essential for sustained improvement.



HEALTH AWARENESS

- Lack of awareness about personal health conditions may lead crew members to underestimate the severity of injuries.
- Seemingly minor injuries may go unreported, delaying medical treatment.
- Delayed intervention can result in the deterioration of wounds and more serious medical complications.



PROCEDURAL DISCIPLINE

- There may be a tendency to skip safety procedures, or take shortcuts to save time.
- Driven by work pressures or convenience, these actions may seem minor, however, such shortcuts, even when unintentional, can lead to incidents with serious consequences.



HUMAN FACTORS

- Although injury cases have decreased, human factors remain a significant concern.
- Many incidents stem from the complex interaction of physical, psychological, and mental challenges seafarers face.
- Fatigue, situational awareness, decision-making, and other human limitations can contribute to errors and unsafe acts.



FUTURE FOCUS

- Understanding these challenges is key to developing more effective casualty control measures.
- Continued emphasis on awareness, training, procedural compliance, and safety culture will drive further improvement.
- A **proactive** and **learning-oriented** approach is essential to protect our seafarers and our operations.



Overall Conclusion

Marine casualty frequencies have declined, reflecting encouraging improvements in safety performance. Sustaining this progress, however, depends on addressing human factors through stronger awareness, disciplined procedures, and a proactive safety culture across the fleet.



SUPPLEMENTARY INFORMATION

This section presents supplementary information that complements the casualty analysis.

It includes key actions arising from investigations, practical considerations for mariners and operators, and selected reference materials for further reading.



**POST INQUIRY /
INVESTIGATION ACTIONS**



**POINTS OF CONSIDERATION
(NON-EXHAUSTIVE)**



Post inquiry/ investigation actions

Marine casualty and incident investigations may result in penal, administrative or professional actions depending on the nature and severity of the occurrence.



Penal Consequences

Some of the inquiry/investigation of reported marine casualties and marine incidents resulted in penal consequences. For instance, in recent years, a foreign vessel suffered engine and machinery breakdown while making way within Singapore port limit allided with a moored bunker tanker. The allision caused marine pollution. Officers of that foreign vessel pleaded guilty and were fined by the District Court.

Another incident which also involved a foreign vessel occurred in Singapore anchorage which resulted in crew fatality. In this case, the master, pumpman, and chief officer were handed down with custodial sentences for causing amongst others, fatality on board their vessel.



Compoundable Offences

Some offences are compoundable by the Director of Marine, like any act or omission contrary to any of the provisions of the collision regulations. For example, there were cases where a few bridge team members on board Singapore-registered ships were issued with compoundable fines for contravening the collision regulations anywhere in the world.



Competency - Show Cause

When the marine casualties and marine incidents concern ship officers' competency, they will be required to show cause why their certificates should not cease to be recognised by Singapore Flag Administration. The show cause response will be reviewed and assessed thoroughly before decision is made either:

- a (to continue recognising the certificate in question but with conditions like issuing a Notice of Warning or an Advisory as the case may be; or
- b cease recognition of the certificate either definitely or indefinitely.



Key Takeaway

Marine investigations may result in criminal, administrative, and professional consequences depending on the nature and severity of the occurrence.



Points of consideration (non-exhaustive)

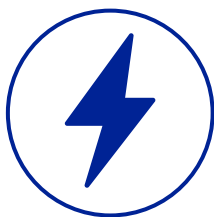


The following points of consideration are derived from investigation findings. They are non-exhaustive and intended to serve as practical reminders for shipowners, operators, and seafarers.



Collision

There is hesitation of navigators in using ship astern propulsion to prevent collision. Most of the reported collision incidents resulted in mere alteration of courses and some had led to vessels running aground after the collision. Despite having ARPA (Automatic Radar Plotting Aid), it was not used to acquire target of concern to determine risk of collision in ample time. Using autopilot as measures for urgent collision avoidance were also found to be common cause of collision at sea.



Blackout

Ships involved in blackout incidents have highlighted that factors such as inadequate maintenance, equipment failures, ineffective change management, insufficient emergency preparedness, and human factors, among others, may contribute to conditions that can rapidly escalate into loss of propulsion and steering.

Such scenarios have the potential to result in consequences including collisions, groundings, infrastructure damage, environmental pollution, and risks to life, though outcomes will vary depending on the circumstances of each incident.

In light of these observations, shipowners and operators are reminded to consider preventive measures that includes, but are not limited to, strengthening preventive maintenance, verifying the reliability of critical power systems, conducting realistic blackout recovery drills, reviewing emergency response procedures, implementing robust risk assessments for maintenance activities, and ensuring that ISM procedures, crew competency, and contingency planning remain effective.



Additional points of consideration

- Man overboard into the sea
- Anchors readiness for emergency use
- Marine pollution

Continued on the next page →



Points of consideration (non-exhaustive)



The following points of consideration are derived from investigation findings. They are non-exhaustive and intended to serve as practical reminders for shipowners, operators, and seafarers.



Man overboard into the sea

Cases of man overboard into the sea include both casualties with and without wearing of safety belt/harness. At one instance, crew wore safety belt but secured on loose point. When the loose point gave way, the crew went down to the sea with that loose point. At another instance, crew working outside ship rails on the main deck did not deem it necessary to wear a safety belt/harness because working at that location was considered to be not working aloft.



Anchors readiness for emergency use

It was noted that some seamen did not comprehend the preparation of anchors' readiness for emergency use which resulted in anchors failing to drop and hence not able to hold the ship during an emergency.



Marine Pollution

Other than bunker spillage, some of the marine pollution incidents were reported by whistleblowers. Most of them include by-passing the engine room oily water separator (OWS).



Case Studies

Detailed case studies are available in the biannual SRS E-Bulletin. Scan the QR code to access the publication.



SCAN ME

Moving Forward

The maritime landscape will continue to evolve. As we look ahead, MID remains committed to strengthening our capabilities, embracing innovation and working together with our stakeholders to build a safe, more resilient and future-ready maritime industry.



1 Industry Outlook

The maritime industry has weathered significant disruption in recent years, emerging with renewed resolve and a sharper appreciation for resilience and adaptability. As the industry looks ahead, new challenges have taken shape — from the accelerating pace of decarbonisation and the adoption of alternative fuels to the increasing integration of digitalisation and autonomous technologies in maritime operations. These developments bring with them new risks and responsibilities that demand continued vigilance from all industry stakeholders.



2 MPA's Continued Commitment

As MPA marks its 30th Anniversary, we remain steadfast in our commitment to reducing the incidence of marine casualties and incidents, including injuries and fatalities. We will continue to engage the shipping fraternity proactively, providing the necessary advice, guidance, and regulatory frameworks to support a culture of safety and accountability across the industry.



3 Strengthening Marine Investigations

Looking ahead, MID will continue to strengthen its investigative capabilities, harness data and technology to derive deeper insights from marine incidents and share key learnings with the wider maritime community. It is only through collective effort and a shared commitment to safety that we can build a more resilient and sustainable maritime future.



4 Looking Ahead

As a leading maritime nation, MPA stands ready to meet the challenges ahead — and to continue serving as a trusted partner for quality and sustainable shipping for the next 30 years and beyond.

*Safer Seas Through Continuous Learning,
Collaboration, and Innovation.*