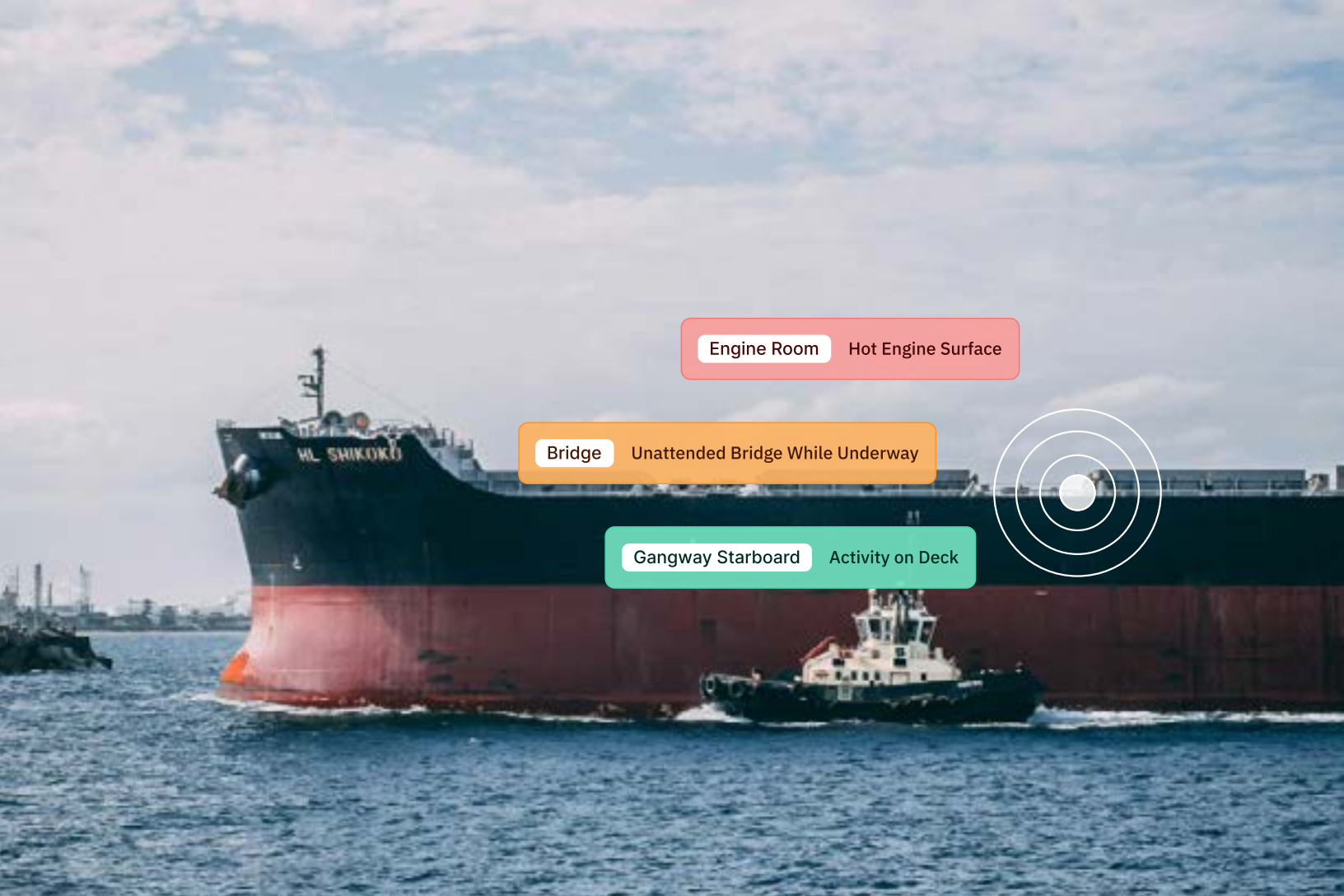




The Maritime Risk Report 2026

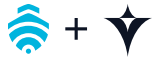
What operational data reveals about where risk concentrates, how it develops, and how fleets can act earlier

A joint report prepared by:



NorthStandard

Executive Summary



Maritime incidents often begin long before they occur, emerging from small, repeated deviations in everyday vessel operations. Examples include an unattended bridge while at anchor, mobile phone use on watch, PPE breaches, or unsafe deck procedures.

In isolation, none of these signals appears critical. However, on the vessels where they occur, they can be recorded thousands of times each year. Over time, they show how that vessel is actually operating and where risk is accumulating.

By the time an incident occurs, these operating patterns may have been present for weeks or months. The risk was often already visible in daily operations, but not clear enough, timely enough, or connected enough for crews and shore teams to act.

Three findings run through everything that follows.

1. Risk is concentrated in a small share of vessels.
2. The early warning signs are visible and measurable.
3. When those signs are understood, teams can act earlier and reduce operational deviations.

Safety improves when crews see where risk is building and act before it becomes an incident. The result is stronger crew support, fewer accidents, lower claims, and more control over fleetwide risk.

29%

of vessels

generate 70% of all accidents

5.7x

higher accident rate

lowest vs highest scoring vessels

95%

of incidents

involve human behaviour or procedure

90+%

Deviation reduction

When implementing FleetVision after 1 year

Maritime Risk Is Concentrated

Where incidents and non-conformities happen most often

The 70/29 reality

In the incident dataset analyzed for this report, approximately 29% of vessels account for 70% of reported accidents. See the methodology section for details of the analysis. In practical terms, a small group of vessels drives most fleet disruption, investigations, cost exposure, and shore-team workload. For a fleet manager, these are the vessels that demand the most follow-up and create the most uncertainty.

The same concentration appears in daily operating patterns. These vessels show early signs of risk more frequently, across everyday operations. This appears as repeated small issues, such as missed checks, inconsistent supervision, and delayed responses, that occur every day.

The FleetVision score shows where risk is building

The FleetVision score provides a continuous, real-time measure of how consistently a vessel follows expected operating practices. It reflects how consistently a vessel operates within expected standards across bridge, deck, technical and MARPOL, safety, and security domains.

The relationship between that score and accident rate is direct. Vessels scoring below 75 have an accident rate 5.7 times higher than those scoring above 85. Lower-scoring vessels are not just performing slightly worse. These vessels are operating with a much higher level of risk. This makes the (FleetVision) score a useful signal for fleet teams deciding which vessels need attention first (and where).

The value of the (FleetVision) score is that it gives fleet teams a consistent way to identify where safe operating practices are weakening and where incident risk may be increasing.

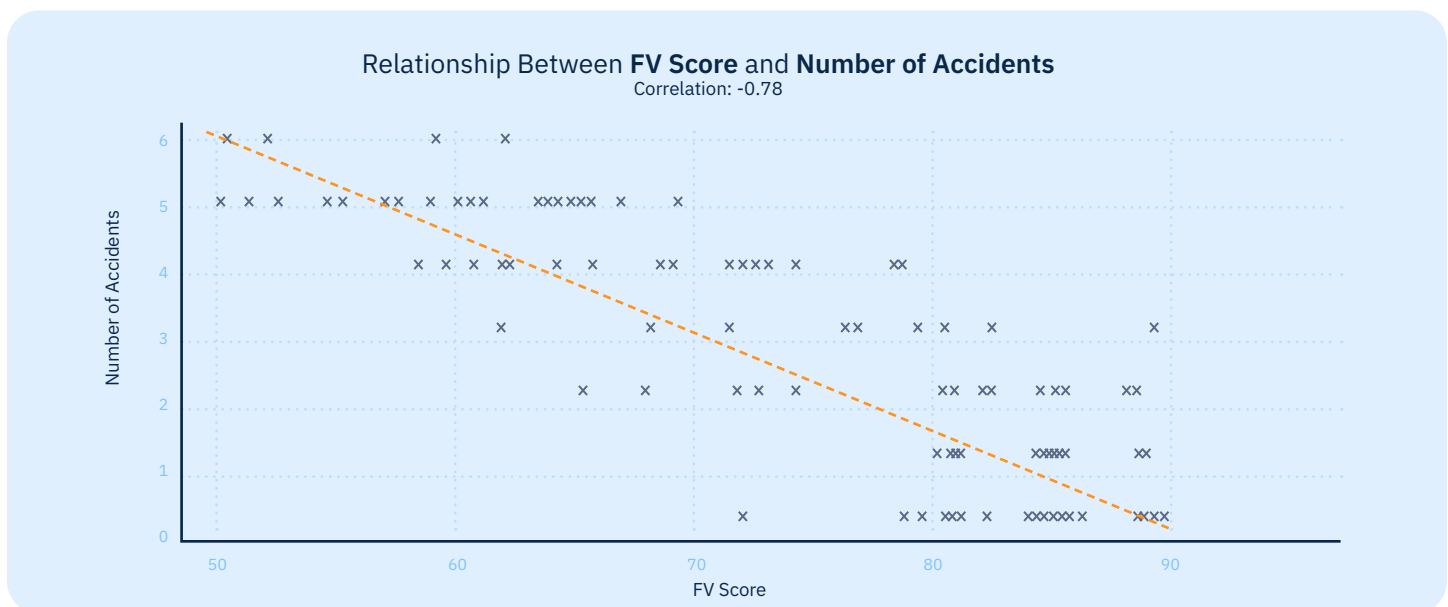


Figure 1: Each dot is a vessel, coloured by performance group. The pattern is immediate — lowest scoring vessels sit at the top with the most accidents, highest scoring vessels sit at the bottom with the fewest. The gap is nearly sixfold.

The root cause pattern

Root cause analysis confirms what the operational data shows.

Nearly every incident in the FleetVision dataset originated with human error. Within that broad category, more than half involved deeper systemic factors such as fatigue, communication breakdown, and inadequate handovers between watches.

Narrowing further, in roughly four out of ten incidents, the crew simply did not follow the existing procedure. In mooring and anchoring operations, specifically where the physical consequences of error are most dangerous, that non-compliance rate rises to six out of ten.

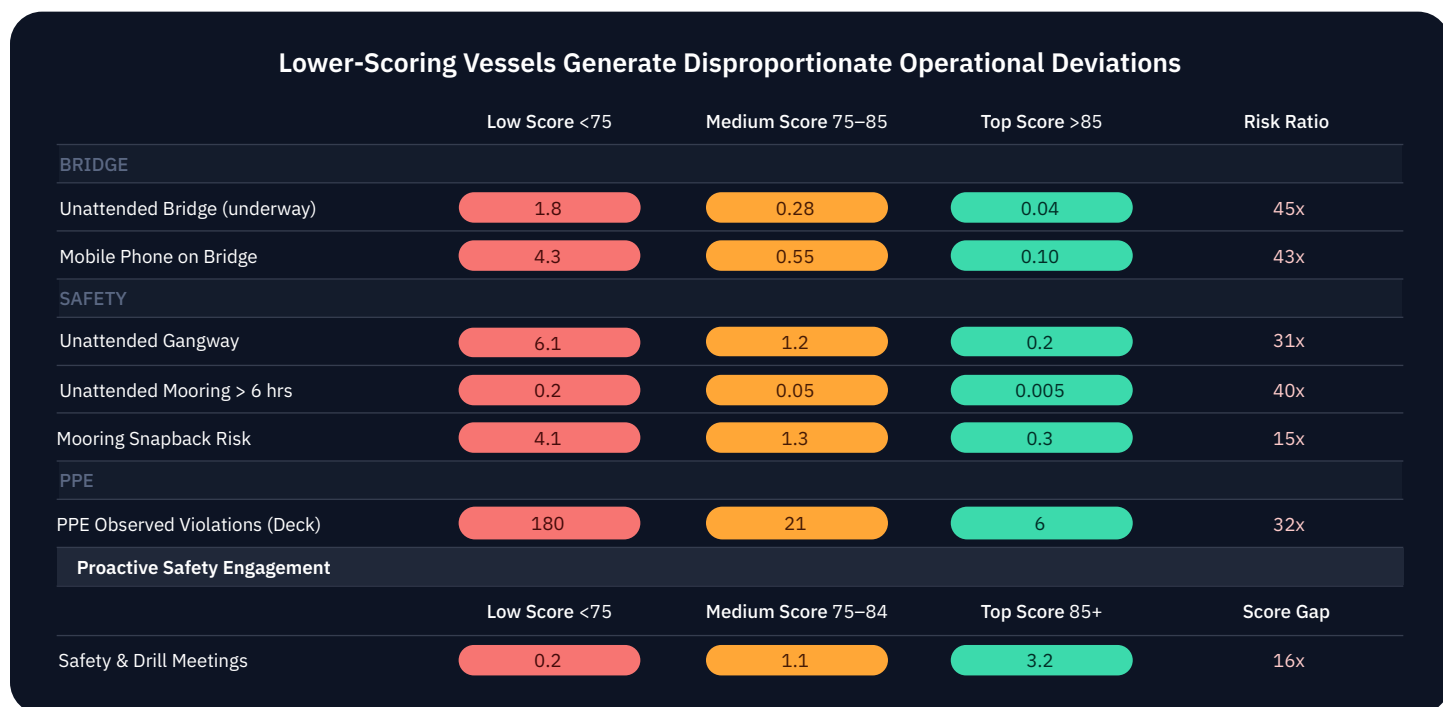


Figure 2: Lower-scoring vessels generate 15x to 45x more operational deviations across key bridge, deck, mooring, and PPE indicators, while top-scoring vessels show higher safety and drill engagement.

What a lower-performing vessel actually looks like

A lower-performing vessel is defined by recurring patterns in everyday operations.

On the bridge, watchkeeping discipline is inconsistent. Officer presence during critical operations varies, mobile phone use appears during watch, and navigation-related deviations occur regularly. On deck, supervision is uneven, with gaps in gangway monitoring and control of high-risk zones. In mooring operations, unattended mooring, snapback-zone exposure, and inconsistent supervision appear more frequently. PPE compliance follows a similar pattern, with repeated observations of missing or incorrect equipment.

Higher-performing vessels show a different operating profile: consistent bridge coverage, supervised deck operations, safer mooring activities, and sustained PPE compliance.

This is an ongoing operating pattern. Lower-performing vessels generate these deviations thousands of times per year. Higher-performing vessels reduce them to isolated observations.

Visibility Helps Fleets Improve Over Time

When teams can see the risk, behavior changes

The evidence from ShipIn deployments is clear: when operational conditions are measured continuously, the gap between reported compliance and actual practice becomes easier to see. Bridge deviations that appear infrequent in reports may be occurring daily. PPE compliance rates that look strong in audits can be much lower during normal operations.

Awareness alone is not enough. What matters is whether known risks are identified consistently enough to trigger action. Without visibility, these conditions persist. Once visible, they can be measured, discussed, and corrected.

With continuous data, shore teams can see exactly where deviations are happening, how often, and whether they are concentrated in specific watches, operating areas, or vessels. General reminders, periodic audits, and self-reported logs could never show this level of detail. The conversation with the vessel becomes specific: what is happening, where it keeps happening, and what needs to change.

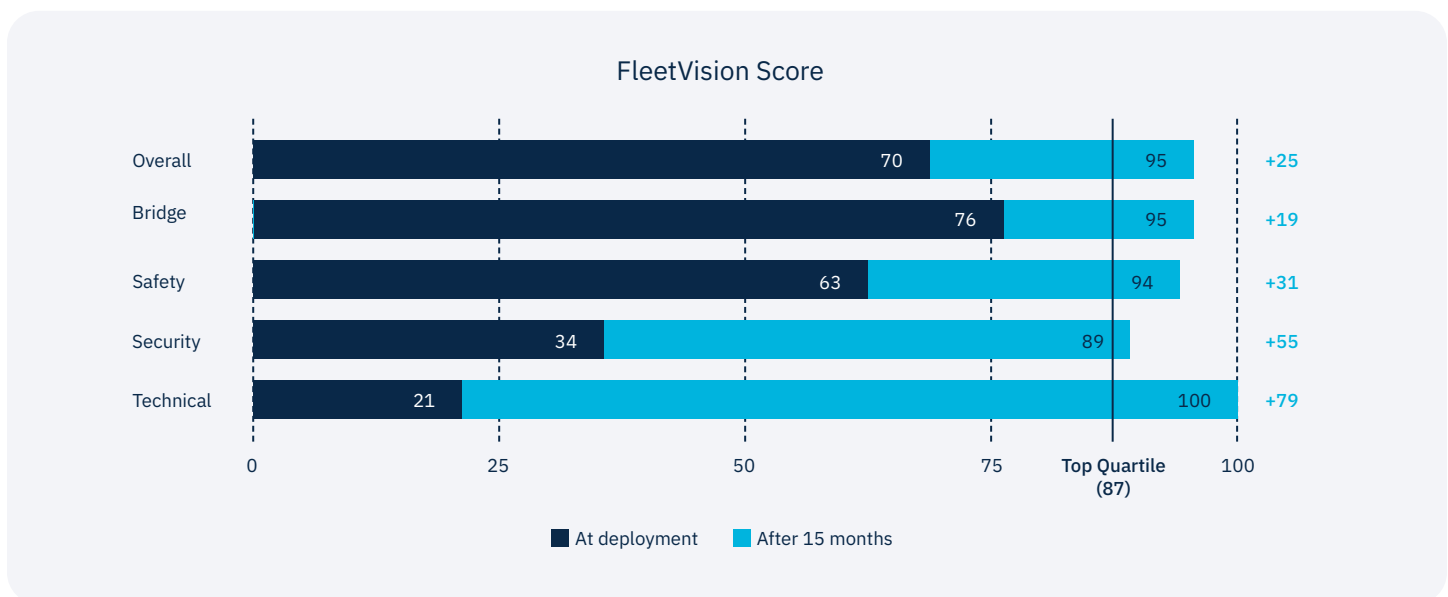


Figure 3: Every category improved within 15 months. The largest gains came where scores started lowest — Technical rose by 79 points, Security by 55. Overall scores rose from 70 to 95.

A single-vessel example illustrates the point. In one deployment, a large international tanker operator identified a vessel generating 150 bridge deviations over a three-month period, twenty-four times the fleet benchmark. Nearly all involved unattended bridge conditions during anchoring. Shore management reviewed the data with the vessel master and held a bridge team meeting focused on the recurring pattern. Within two

months, unattended bridge conditions had fallen to zero. The improvement came because the issue was no longer hidden. It was visible, specific, and could be addressed with the bridge team.

What happens when visibility is sustained across fleets

The single-vessel example above illustrates what happens when a single ship is given visibility and held to account for a single category. The next question is whether the same improvement can happen across many vessels and across different areas of operation.

The data below comes from a FleetVision analysis of 250 vessels tracked continuously over a 12-month deployment period. Operational deviations were captured across 1.) bridge operations. 2.) Safety operations on deck that includes mooring, gangway access, trip and fall, and snapback-zone observations 3.) PPE on the deck. Results were normalized to deviations per vessel per month.

In Month 1, the average vessel in the cohort registered approximately 230 operational deviations per month. By Month 12, that figure had fallen to 8, a 96% combined reduction. The decline held across each category as well as in aggregate.

Reduction in Operational Deviations %

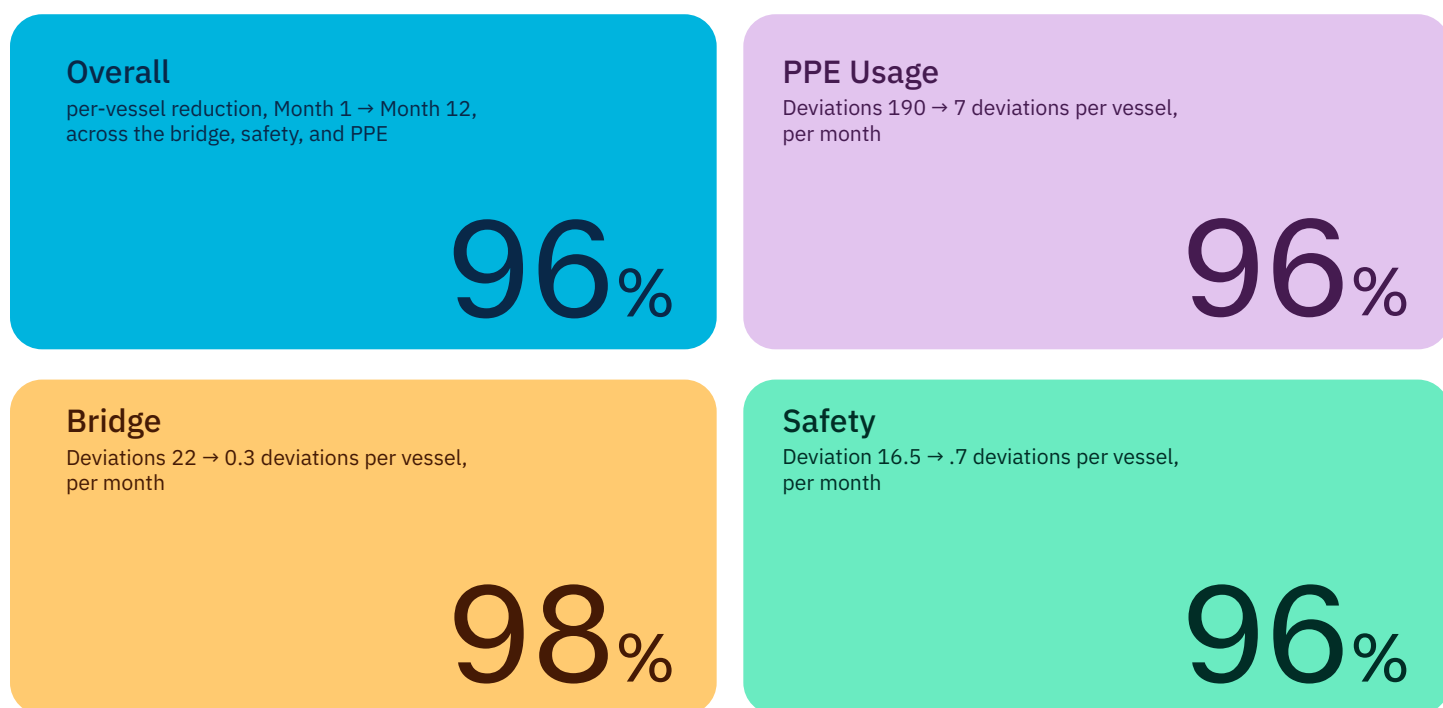


Figure 4: Per-vessel monthly operational deviations across bridge, mooring and deck safety, and PPE utilization during the first 12 months after onboarding. Each category uses its own scale to show the rate of decline across risk domains with different anomaly volumes.

The important point is consistency. The decline follows the same pattern across all categories:

- **Visibility & Rapid Decline:** Every category starts near its highest observed level as the fleet’s actual operating patterns become clear for the first time. Once this becomes known, the deviations experience its largest amount of decline.
- **Stabilization:** Teams begin acting on the most repeated deviations, and every category moves into sustained decline.
- **Sustained reduction:** Improvements hold over time, with end-of-year reductions converging between 96% and 98% from baseline.

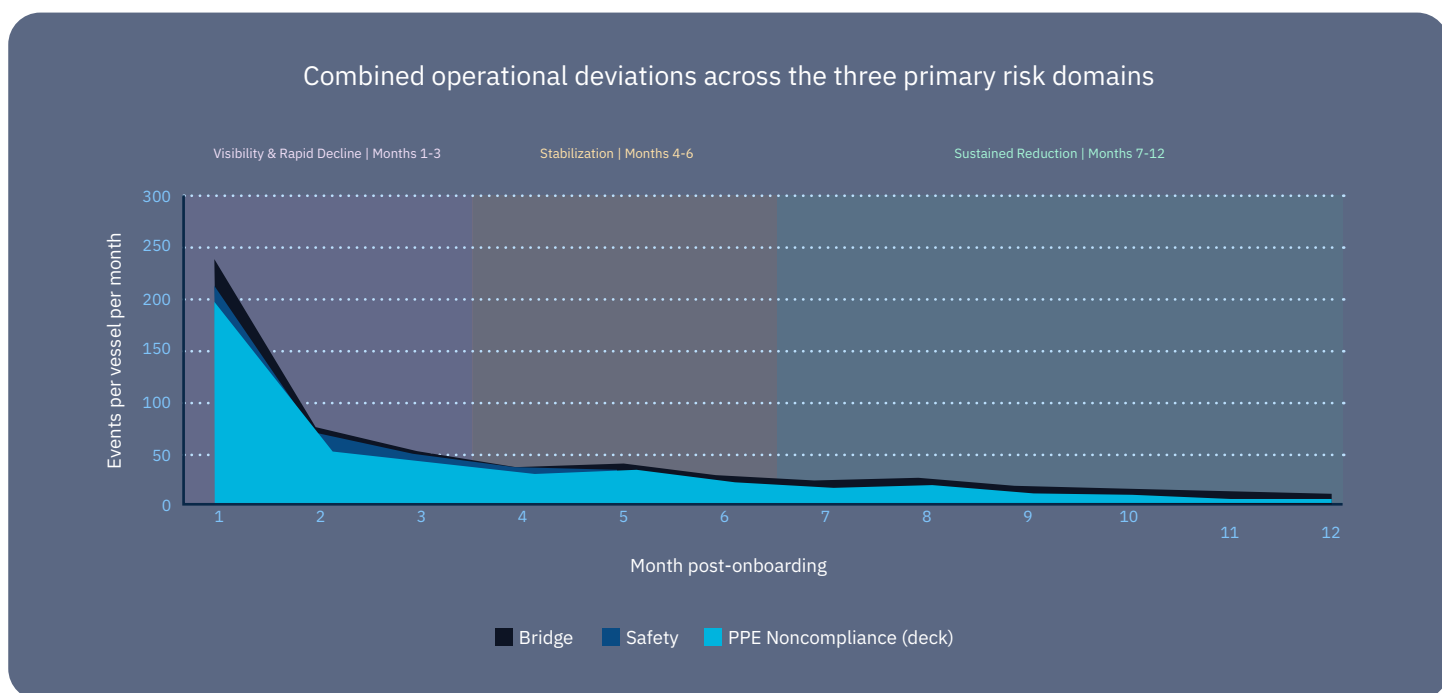


Figure 5. Combined per-vessel operational anomalies across three risk domains. Total falls from approximately 230 events per vessel per month in Month 1 to 8 in Month 12, an 96% reduction across the combined categories.

This matters because the improvement was not limited to one category. Bridge, safety, and PPE deviations all declined over the same period, showing that sustained visibility can change behavior across different parts of vessel operations.

The connection to safety outcomes is clear. As repeated risk conditions fall, incident frequency falls as well. Across ShipIn customer case studies, operators tracking Lost Time Injury Frequency (LTIF) over multi-year deployments have reported reductions of more than 50 percent within the first year. The 250-vessel cohort shows that this behavior change can be repeated across fleets, risk areas, and operating conditions.

Focused Action Drives Stronger Safety and Business Results

Why safety resources should be focused where risk is highest

If risk is concentrated, investment should be too

29% of vessels account for 70% of incidents. Because operational data can identify which vessels these are, focusing safety resources on them is one of the most effective decisions a fleet operator can make.

The traditional model of maritime safety investment spreads attention evenly across the fleet. Inspections rotate on a fixed schedule. Training programs are delivered to all vessels. This approach reflects a reasonable starting assumption: that risk is roughly evenly distributed, and that applying the same standards to every vessel is the right response. The data shows this assumption is incorrect.

Many fleets give similar attention to vessels with very different risk profiles. Some vessels operate at or above benchmark. Others generate a disproportionate share of recurring deviations. Treating both groups the same means safety capacity is not being applied where it can have the greatest effect.

What targeted resource allocation looks like in practice

Technical and HSEQ shore-based teams can focus on the vessels generating the highest number of deviations before those patterns escalate into failures. This means concentrating safety effort on the highest-risk vessels, rather than spreading it evenly across the fleet.

Fleet managers who have made this shift describe a consistent change in how safety work operates. Before operational visibility, self-reported logs and periodic audits could not distinguish between a vessel generating 300 bridge deviations per month and one generating 3. After visibility is introduced, specific vessels can be identified as the main sources of fleet-level risk. Safety management becomes more active, more specific, and more focused on the vessels that need support first.

Bridge Compliance and the Cost of an Unmanned Watch

Case study: 65-vessel container fleet

A 65-vessel container fleet deploying the FleetVision Bridge Module illustrates how bridge non-compliance translates directly into operational and financial exposure. Prior to deployment, the operator experienced recurring navigational incidents, including collisions, allisions, and groundings, despite established procedures and training. These incidents resulted in an estimated \$2.4 million in annual damage costs.

At the operational level, the condition was measurable. Unattended bridge exposure averaged approximately eight hours per vessel per month, often during elevated-risk operating periods such as pilotage and restricted waters. Across a 65-vessel fleet, that amounts to more than 500 hours per month of bridge time during which no officer was present at the controls.

What focused action produced

Following deployment across all 65 vessels, bridge non-compliance declined by more than 90% within twelve months, and navigational incidents were eliminated during the monitoring period. The \$2.4 million annual cost exposure was reduced to zero. The cost of deploying FleetVision across all 65 vessels was a fraction of those losses, producing a return in the first year alone that exceeded six times the investment — approximately 639%.

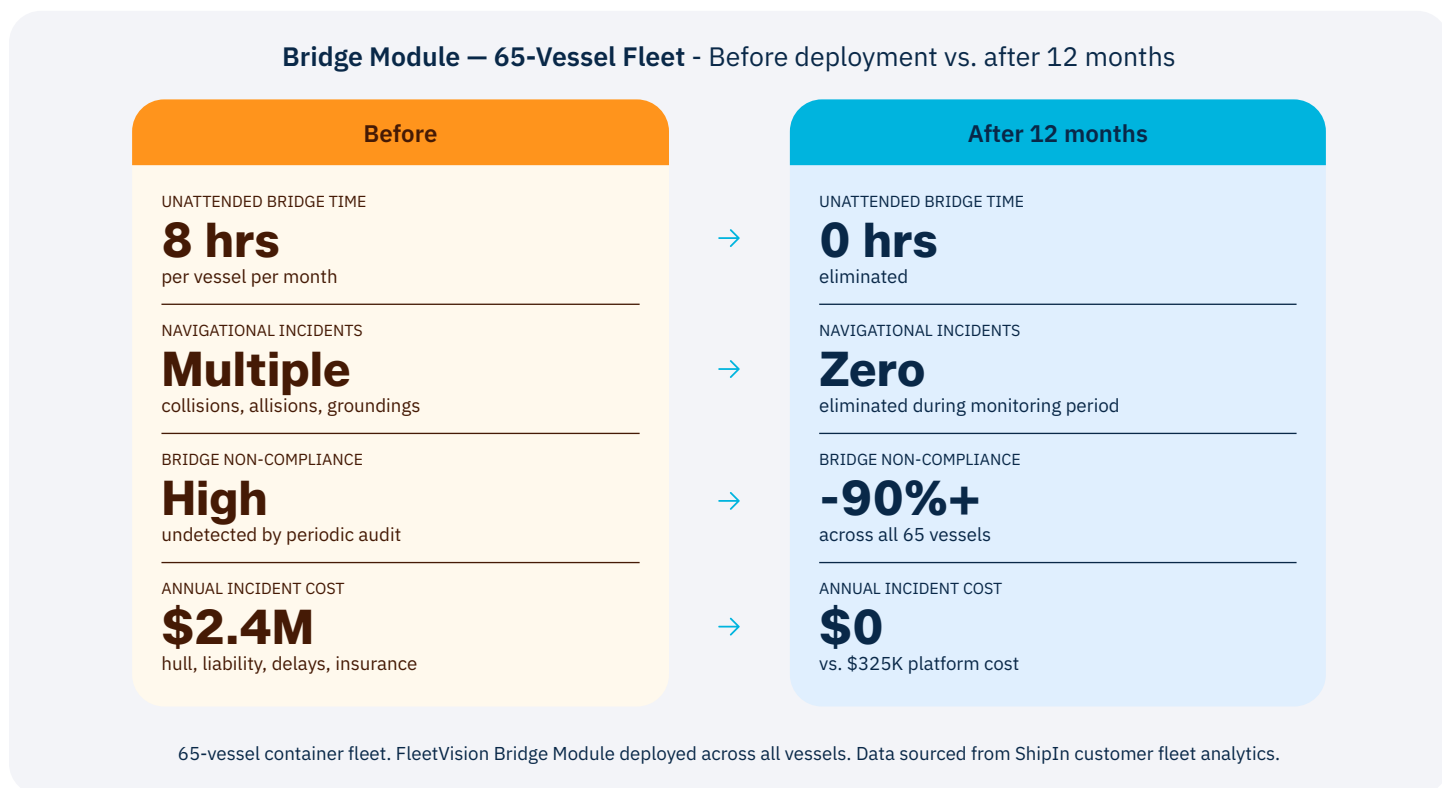


Figure 6: The before-and-after results for the 65-vessel fleet. Within 12 months, unattended bridge time and navigational incidents both fell to zero, non-compliance dropped by more than 90%, and \$2.4 million in annual incident costs was eliminated

The business case

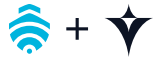
The 65-vessel case study above shows what this looks like in practice. A \$325,000 investment eliminated \$2.4 million in annual losses, producing a first-year return of approximately 639%.

Similar results appear across ShipIn's other deployments. Across the 250-vessel cohort, the same approach to visibility produced an 96% reduction in operational deviations within 12 months. Across ShipIn's broader customer base, operators tracking LTIF over multi-year deployments have reported reductions of more than 50% within the first year.

The scale of the return varies with fleet size, vessel type, and the degree of operational inconsistency at the start. The underlying mechanism stays the same. When the operating pattern underlying an incident category is measurable, it can be corrected, and the cost of doing so is a fraction of the cost of the incidents it prevents.

Safety investment delivers its greatest return when it is directed at the operating patterns that generate risk exposure. This report has shown that risk is concentrated in a small group of vessels, and that the FleetVision score identifies which ones.

Conclusion



Maritime incidents are not isolated events. They are often the result of recurring operational deviations that develop over time, concentrate in specific vessels and operating environments, and persist until addressed.

The data in this report point to a clear conclusion: risk is concentrated, the operating patterns behind that concentration are measurable, and that visibility changes behavior. Lower-performing vessels generate recurring deviations across bridge, deck, technical, and safety domains. Higher-performing vessels reduce those same patterns to isolated events.

The practical implication for fleet leaders is direct. Identify where risk is concentrated. Make the underlying risk patterns visible. Act on what the data shows. The reduction in incidents, LTIF, and claims exposure that follows is the result of applying attention where it has the greatest effect.

The industry does not lack data. Most fleets already have access to much of the same operational information. The difference lies in how that information is put into context, prioritized, and acted on early enough to prevent incidents. High-performing fleets are better at turning available information into practical actions that support crews, focus shore teams, and reduce risk before it becomes an incident.

ShipIn and NorthStandard share this approach to risk. As a leading marine insurer and P&I provider, NorthStandard sees the same patterns in claims that this report sees in daily operations. The vessels that drive most of the risk can be identified, and acting on them earlier costs far less than the incidents that would otherwise follow.

To help Members act on this, NorthStandard and ShipIn have partnered on a subsidized pilot that makes FleetVision straightforward to evaluate on real vessels. The program is open to eligible NorthStandard Members, [and full details are available here](#).

The NorthStandard + ShipIn Pilot Program



A subsidized way for NorthStandard Members to put FleetVision to work on real vessels

The NorthStandard and ShipIn FleetVision pilot gives eligible NorthStandard Members a limited-time way to evaluate a data-driven approach to loss prevention over a one-year period. Members observe real vessel operations, identify risk earlier, and measure the results firsthand with access to ShipIn's FleetVision BASE package.

\$10,000

subsidized pilot value
applied across your vessels

Up to 5

vessels covered
one vessel or spread across five

1 year

evaluation period
with FleetVision BASE access

The pilot is valued at approximately \$10,000 and can be applied to a single vessel or spread across up to five. This lowers the upfront cost per vessel and makes FleetVision easier to evaluate in real operations. After the pilot, Members decide whether to continue or expand. There is no obligation to proceed, and Members are eligible for preferential commercial terms if they move forward.

“

Our goal is to help reduce risk by making impactful technologies, such as ShipIn's FleetVision, easier to try, measure, and adopt.”

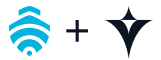
Colin Gillespie, Global Head of Loss Prevention, NorthStandard

Get started

Enrollment is open to eligible NorthStandard Members. To get started, [Book a Demo](#) with ShipIn to review the program and see how FleetVision™ BASE can be applied across your vessels, or [Contact Your NorthStandard Rep](#) to discuss eligibility and next steps.

[Book a Demo](#)

Methodology



What this report measures

This report evaluates how operational visibility affects vessel risk, operational discipline, and safety outcomes.

Incident and risk concentration data

The risk concentration and FleetVision score analysis use Lloyd's List Intelligence SeaSearcher casualty data covering approximately 600 managed vessels and 1,600 reported accidents. Within that cohort, 200 vessels, or 29%, accounted for approximately 1,110 reported accidents, or 69%. This supports Figure 1.

FleetVision activity data

FleetVision deviation data collected during 2025 supports the per-category deviation rates in Figure 2. A separate 250-vessel FleetVision cohort tracked over 12 months supports Figures 4 and 5, showing combined and category-level deviation reduction over time. Specifically tracking back to ShipIn's alerts:

- **Bridge** - Capturing mobile phone usage, noncompliant watch at night, noncompliant watch in heavy weather, noncompliant watch in restricted visibility, noncompliant watch in port proximity, and unattended bridge while underway.
- **Mooring & Deck Safety** - Unattended mooring stations, activity on deck in heavy weather, slip, trip and fall.
- **PPE Noncompliance** - Missing helmet and boilersuit on the deck of a vessel.

Customer deployment and case study data

Multi-year customer deployment data supports the 15-month FleetVision score improvement shown in Figure 3. Customer case study data supports the 65-vessel bridge compliance and financial impact analysis shown in Figure 6.

Metrics used

The primary measure of operational discipline is the FleetVision score, a 0–100 composite based on deviation patterns across bridge, deck, technical, and safety domains. Secondary metrics include operational deviation rates per vessel per year or per vessel per month. Outcome metrics include accident rate, Lost Time Injury Frequency (LTIF), and direct loss exposure where customer reporting allowed attribution.

Cohort segmentation

Vessels were grouped into three FleetVision score bands: low, below 75; medium, 75 to 84; and top, 85 and above. The 5.7x accident-rate ratio compares the low and top cohorts directly.