G+ Global Offshore Wind Health and Safety Organisation

2025 incident data report

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Health & Safety
Organisation

www.gplusoffshorewind.com

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Introduction from the Chair

It is a pleasure to introduce the 2025 G+ incident data report, which examines the patterns behind health and safety in the offshore wind industry. This year saw continuing growth, as well as more sites moving out of construction and into operation. We hope that this report will provide you with useful insights, allowing you to have a better understanding of offshore wind safety, and help you identify the factors which can make your own sites safer for your workers.

Over 2025, 69,2 million hours were worked, an increase of 5 % from 65,6 in 2024, with a particularly sharp increase in operational site hours, rising 18 % to 17,3 in 2025 from 14,6 in 2024. We have seen a mixed picture among our key metrics, with the total recordable injury rate (TRIR) seeing an increase of 4 %, rising from 3,34 in 2024 to 3,48 in 2025, while lost time injury frequency (LTIF) saw a decline, falling 8 % from 1,46 in 2024 to 1,34 in 2025.

All reporting categories (injuries, hazards, near misses and reports of asset damage) can be tagged as having 'high potential', i.e. having the greatest likelihood of causing serious harm regardless of the actual consequence. In 2025 we saw a slight dip in high potential proportion, from 13 % in 2024 to 12 % in 2025.

The turbine nacelle was the largest incident area by number of injuries in 2025, with 114 injuries being recorded, more than double the 56 injuries seen in this area in 2024. This topic has been given a deep dive in this report, so that the patterns behind this rise can be better understood. We have also dedicated a deep dive to eye injuries (section 9), as this is a body part which consistently appears in our incidents as one prone to injuries, and therefore merits further investigation in our reporting.

While these trends suggest a reduction in the most severe outcomes, they may also reflect changes in exposure profile or the increasing proportion of operational activity, with a large number of sites transitioning from construction in 2024 to operations in 2025. These indicators should therefore be interpreted alongside the broader narrative evidence explored later in this report.

We are introducing a new section in this report, the G+ Spotlight (section 10). This is a more descriptive section highlighting a systemic factor that may not be apparent from the data categories. For this year, we will be looking into dynamic risk assessment and studying when changing circumstances on the ground mean that a task which would typically be seen as safe becomes unsafe.

The data presented in this report are based on our commitment to transparency and accountability. We hope that it will serve as a valuable resource for the offshore wind industry, and that it will help us to continue to improve our health and safety practices. We are also using the information in this report to provide guidance to technicians and help get needed information closer to those working on site. Our performance dashboard is available to anyone who wishes to further analyse the data and better understand the global offshore wind health and safety outlook. If you would also like to review specific incidents, and understand what lessons can be learned from them, please visit the publicly available Toolbox website (https://toolbox.energyinst.org/home), where we keep a library of major incidents.

Starting in 2025, we have included the nature of the injury and body part injured as part of our data collection for all incidents. We hope this change brings greater understanding of health and safety risks in our industry, and we welcome your feedback via gplus@energyinst.org.

Lisbeth Norup Frømling

Chair – G+ Global Offshore Wind Health and Safety Organisation

1 Overview of G+ member sites and scope of reporting

The G+ requires its member companies to provide incident data on a quarterly basis, which are anonymised for analysis by the Energy Institute and reviewed and scrutinised by industry experts. The resulting report is published each year for public use. In addition, throughout the year, quarterly reports are issued to the G+ Board and focal groups for in-depth examination and analysis. These reports are used to identify key risk areas, monitor performance trends and inform G+ work programmes.

To further enhance the analysis process, deep dive data meetings are held quarterly, bringing together the collective expertise of G+ member companies to scrutinise industry performance and determine specific areas of focus and attention. An annual data reporting review meeting is also held to assess the overall process and identify opportunities for improvement.

To continually improve the process, the template used for data collection is reviewed, streamlined and enhanced each year in line with industry feedback. A full list of the incidents included in the G+ report, which includes information submitted by G+ members and associates, is published on the G+ website, through Power BI.

In 2025, the G+ received data from Europe, Asia, Australia and the United States of America. Italy is a new country which we are reporting on for the first time this year, while member operations have currently ceased in the Philippines. The database continued to grow with 69,2 million work hours reported for 2025.

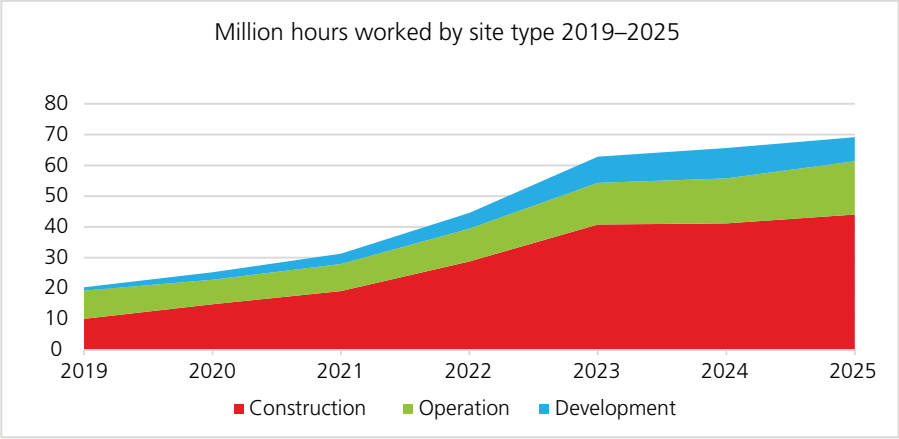


Figure 1: Work hours reported in the G+ database, 2019–2025, by site type

As our membership changed between 2024 and 2025, so too did the make-up of our database. We have included a list of reporting members and reporting countries, showing which member and country appears in each year. Changing membership means that new sites are included in our dataset, and therefore the comparison between 2024 and 2025 will not contain the exact same sites. Sites can also change project phase from year to year. However, the trends which we have identified in our report are consistent both among all sites which appear this year, and those sites which appear in both years. To make our report as readable and useful as possible, we have chosen to include the full dataset, as we believe that this provides the best possible overview for the industry as a whole.

Reporting members and associates	2024	2025
BP*	X	
Copenhagen Infrastructure Partners	X	
Corio	X	X
Dominion		X
Dragados	X	X
EDF Power Solutions	X	X
EnBW	X	X
Eneco	X	X
Equinor	X	X
Flotation Energy	X	X
JNBP		X
Iberdrola	X	X
Nadara		X
Ocean Winds	X	X
Orsted	X	X
PGE Baltica		X
RWE	X	X
SGRE	X	X
Skyborn	X	X
SSE	X	X
Synera		X
Thistle Wind Partners	X	X
TotalEnergies	X	X
Vattenfall	X	X
Vineyard Wind	X	X

*BP has been superseded by JNBP

Table 1: Reporting members and associates, 2024 and 2025

Country	2024	2025
Asia-Pacific (APAC)	X	X
Australia	X	X
Belgium	X	X
Denmark	X	X
Europe		X
Finland	X	X
France	X	X
Germany	X	X
India	X	X
Ireland	X	X
Italy		X
Japan	X	X
Netherlands	X	X
Nordics and Poland	X	X
Norway	X	X
Philippines	X	
Poland	X	X
Portugal	X	X
South Korea	X	X
Sweden	X	X
Taiwan	X	X
United Kingdom	X	X
United States	X	X

Table 2: Reporting countries, 2024 and 2025

Note: For some members with sites in development, the work hours are reported across regions and not entered by country.

Key facts –

G+ incident data report 2025

energy institute

G+ Global Offshore Wind Health & Safety Organisation

69,2 million
hours worked

1 791
reports

786
injuries

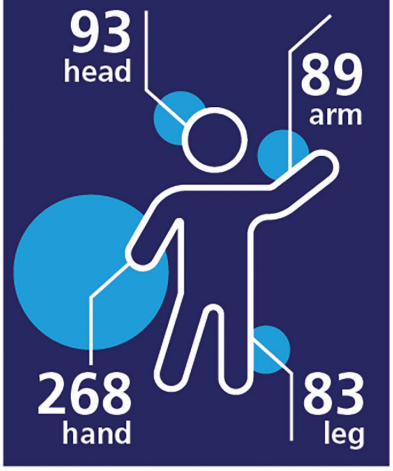
Work processes with most reports

- **248** routine maintenance
- **192** lifting operations
- **132** manual handling

High impact events

- **211** high potentials
- **93** lost work day injuries
- **57** emergency responses

Most injured body parts



2 Overall safety statistics

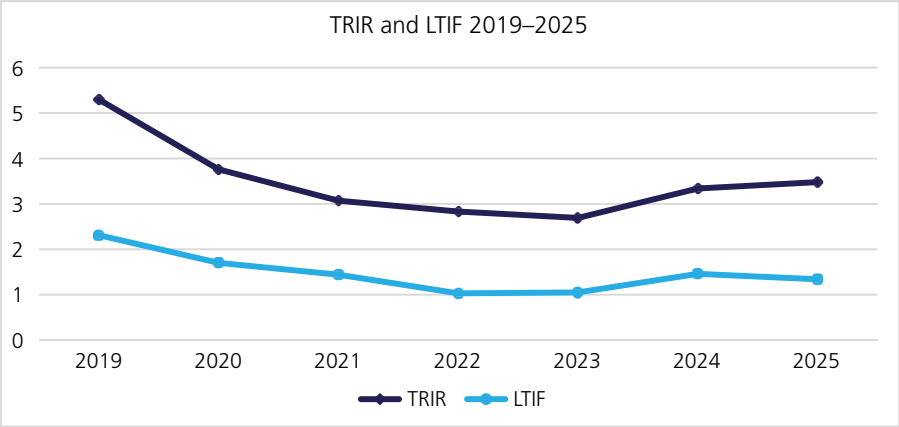


Figure 2: TRIR and LTIF, 2019 to 2025

Over 2025, total work hours increased by 5 %, rising from 65,6 million in 2024 to 69,2 million in 2025. During this period, the TRIR increased by 4 %, rising from 3,34 in 2024 to 3,48 in 2025. In contrast, LTIF saw a decline, falling by 8 % over the same period, from 1,46 in 2024 to 1,34 in 2025.

Looking over the actual consequences of incidents reported, lost work day injures did indeed see a decline, although a very modest one, falling from 95 incidents in 2024 to 93 incidents in 2025. Conversely, restricted work day injuries saw an increase of 15 % over 2025, rising to 62 incidents, up from 54 in 2024, and medical treatment injures saw a larger increase of 25 %, rising from 69 in 2024 to 86 in 2025.

Over 2025, no fatalities were recorded among G+ members; however, some fatalities were still observed in our industry as a whole. Please see 2.1 for more information on these.

High potential reports, those hazards or incidents with the greatest likelihood of causing serious harm regardless of actual consequence, have seen a decrease, falling 14 % year-on-year to 211 reports, representing 12 % of the 2025 total.

Asset damage reports saw a decline of 28 % over 2025, falling to 266 from 367 in 2024. This was driven by declines in construction and development sites asset damage reports, which fell by 37 % and 50 %, from 265 and 54 in 2024, to 166 and 27 in 2025, respectively. These declines were moderated by an increase in operational site asset damage incidents, which rose from 48 in 2024 to 73 in 2025, an increase of 52 %. For further details, please see section 5.

Hazard reports saw a decline over 2025, and overall hazards fell from 482 to 384, a decline of 20 %. The G+ requests members report only high potential hazards; this should not be seen as a decrease in hazard reporting among members. Though not all hazards reported meet the strictest ‘high potential’ definition all are included in the database as they offer a lot of insight and are particularly helpful for longitudinal analysis when G+ workstreams are kicked off. For more information on the trends within these hazards, please see section 7.

Several of the trends presented here are influenced by how incidents are categorised by work process and location. Later sections of this report provide complementary insight through narrative review and thematic analysis.

	2021	2022	2023	2024	2025
Work hours (millions)	**31,3**	**44,6**	**62,8**	**65,6**	**69,2**
Actual consequence					
Fatality	0	0	1	1	0
Lost work day injury	45	46	65	95	93
Restricted work day injury	20	36	33	54	62
Medical treatment injury	31	44	70	69	86
First aid injury	283	246	374	438	545
Asset damage	85	157	390	367	266
Hazard	81	70	401	482	384
Near hit/miss	221	268	344	423	355
Total reports	**766**	**867**	**1 678**	**1 929**	**1 791**
TRIR	3,07	2,83	2,69	3,34	3,48
LTIF	1,44	1,03	1,05	1,46	1,34

Notes: Table shows last five years. Full dataset can be found on our website, where an interactive version of this table appears, allowing users to filter this table based on variables such as country or site type.

Table 3: Statistical overview, 2021 to 2025

Definitions

TRIR: The number of recordable injuries (fatalities + lost work day injuries + restricted work day injuries + medical treatment injuries) per 1 000 000 hours worked.

LTIF: The number of lost time injuries (fatalities + lost work day injuries) per 1 000 000 hours worked.

2.1 Serious incidents outside of the scope for G+ reporting

The G+ incident data cover the activity of G+ reporting members from the development phase through to decommissioning offshore wind farms. The scope includes activities both onshore and offshore, if directly related to the project, while excluding corporate/central functions. The G+ dataset is therefore intentionally focused on the front-line activity at the wind farm sites. This scope excludes manufacturing of wind turbine generators (WTGs) at the WTG original equipment manufacturers' site and the fabrication of foundations, as these activities are conducted under the safety management systems of the suppliers. The scope also reflects contractual boundaries, for example an incident on a vessel may not be in the scope for G+ reporting if it occurs during activities outside of the contractual boundary; however, it would likely be in scope for other industry databases, such as the International Marine Contractors Association's database in this example.

In this section of the report, the G+ acknowledges fatal and serious incidents that occurred in 2025 out of scope of G+ reporting, but nonetheless present opportunities to learn and improve safety in the industry. This information has been included where the G+ has been made aware of the incident by either the incident owner or where two separate sources of information confirmed the available details. This list should not be seen as complete or representative. The G+ is sharing these incidents in the desire to raise awareness and to create greater opportunities for learning and improvement. The G+ is encouraging all incident owners to make these available through Toolbox, the incident sharing and learning platform (https://toolbox.energyinst.org/home):

- A fatal incident during geological survey operations when a vessel was towing another. A wire rope parted, knocking a worker overboard. Click here for news report.
- A fatal incident where a crew member lost their life performing maintenance on a vessel preparing to work on an offshore wind farm construction site. Click here for news report.
- A fatal incident when a worker fell into the sea when transferring from a tug boat to a crane vessel at an offshore wind farm construction site. Click here for news report.

3 Analysis of injuries

Much like the pattern we have seen in previous years, the majority of incidents resulting in an injury that were reported to the G+ in 2025 resulted in a first aid case, with 69 % of all injuries being classified as such, similar to the proportion seen in 2024, which was 67 %.

Lost work day injuries made up 12 % of injuries recorded in 2025, a slight decline compared to 2024, where 14 % of all injuries were classified as such. Medical treatment injuries remained steady at 11 % for both 2024 and 2025, and restricted work day injuries also remained steady at 8 %.

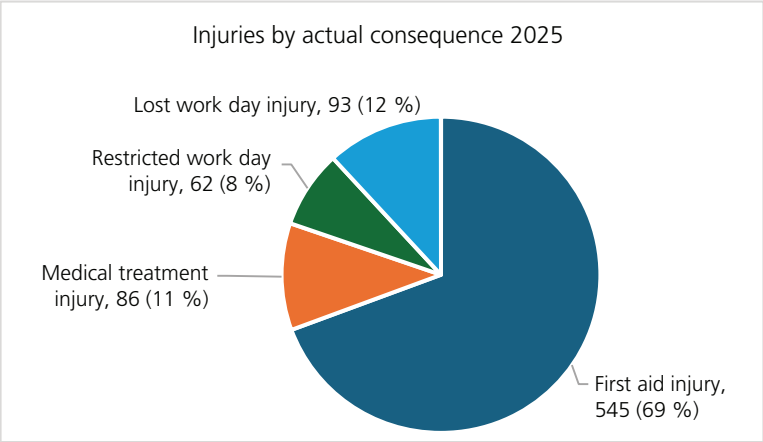


Figure 3: Incidents that resulted in an injury, by actual consequence, 2025

In 2025 the G+ introduced reporting by body part injured; these data are shown in Table 4. Categories have been standardised for simplicity and alignment with the analysis made for lost time injuries later in the report and in last year's report. Incidents where multiple body parts were injured are categorised together.

Body part injured (standardised categories)	**First aid injury**	**Medical treatment injury**	**Restricted work day injury**	**Lost work day injury**	**Total**
Hand and/or wrist	134	18	14	15	181
Finger, thumb	64	12	5	10	91
Neck, torso, spine	54	4	11	16	85
Leg, knee, hip	54	9	5	17	85
Head and/or face	61	12	4	6	83
Arm, elbow or shoulder	56	8	7	10	81
Feet and/or ankle	54	2	14	11	81
Eye(s)	41	13	2	1	57
Internal organs	14	8		2	24
Multiple	13			5	18
Total	**545**	**86**	**62**	**93**	**786**

Table 4: Body part injured and actual consequence

In the next sections of the report, we will analyse in detail the lost work day cases (LWDCs) and injuries that resulted in emergency responses and/or medical evacuations (ERMEs), as well as providing an overview of injuries by work process, incident area, site type and country.

3.1 Lost time injuries

When considering the severity of injuries in the offshore wind industry, it is important to note the pattern that the number of LWDCs is higher than for restricted work day cases (RWDCs) (Table 4), unlike patterns seen in other sectors. It should be recognised that a significant part of this trend, e.g. seen in the number of relatively minor sprains categorised as lost work days, reflects the physical capacity requirements of transfer and ladder climbing rather than the actual severity of the injury. The G+ is planning to introduce a fatal/permanent injury metric for 2026 reporting to better differentiate these types of incidents, understand their causality, and ultimately prevent fatal or permanent injuries.

In 2025, there were 93 lost time injuries, all of which were LWDCs, compared to 95 in 2024, of which one was a fatality. Like in 2024, the G+ reviewed these incidents for severity and overall trends. For the first time, body part injured and nature of injury were reported by the members. Last year this was a categorisation the reviewers added once the data were received, part of a trial to then introduce the categories for collection in 2025.

Nature of injury / Body part injured	Leg, knee, hip	Neck, torso and/or spine	Hand and/or wrist	Feet and/or ankle	Fingers, thumb	Arm, elbow or shoulder	Head and/or face	Multiple	Internal organs	Eye(s)	Total
Sprain, strain	12	9	2	7	1	6					37
Fracture	1	3	4	1	4	4					18
Bruise or contusion	3	4		2			1	3		1	13
Crushing	1		6		3						9
Cut, puncture, scrape			2		2		2	1			7
Concussion				1			3				4
Major/multiple system trauma								1			2
Electric shock									1		1
Chemical or physical irritation or exposure			1								1
Inhalation, poisoning, intoxication, asphyxiation, drowning									1		1
Total	**17**	**16**	**15**	**11**	**10**	**10**	**6**	**5**	**2**	**1**	**93**

Table 5: Number of LWDCs reported (2025) by nature of injury and body part injured

As in 2024, a large proportion of LWDCs resulted in sprains or strains (37 out 93 injuries) predominantly to the upper/lower limbs and also to the neck/back/spine (nine injuries). In almost all these cases, the reviewers considered that the most severe outcome had likely been realised with no realistic potential for fatal or permanent injuries.

Lost work day injuries to the leg, knee or hips are the highest in the four years of available data, with 17 injuries reported in 2025, representing 18 %, of the LWDCs. In the three years prior, leg injuries varied between seven and 10 annually, representing 7–15 % of the LWDCs in a given year. The most serious of these in 2025 occurred onshore during unloading operations when a mobile transformer skid unit fell 0,3 m from the lowering elevator on the back of a truck pinning a worker underneath and causing injury to their leg and pelvis. Two other incidents, where the injury may not have been as severe, but where there was significant potential, involved workers falling through an opening or gap, and a third incident where a worker fractured a leg at a warehouse when falling more than 2 m from a truck docking station to the ground.

The reviewers found a greater number of injuries to the hand and wrist as opposed to just a single finger or thumb (15 in 2025, versus six, three and five in the three years prior). This seems to align with a greater prevalence of incidents where a hatch closed on the hands or another heavy object (e.g. 60 kg steel plates) was the cause of impact/entrapment, although the data are limited. In the years prior, while these incidents were seen, they mostly caused injury to only a single finger. Injuries to multiple fingers or the whole hand/wrist tended to come from slips/trips and falls at the same height (bruising/sprains) or the odd incident where the hand was caught in moving parts/equipment. While the hand injuries reported in 2025 appear to be ones our workers recovered from, there was significant potential for loss of fingers or crush damage leading to loss of function with lifelong impact. Hand or finger injuries involving hatches is not a new issue for the industry, but it is notable that in 2025 they appear to be a higher potential of severity, even if not realised. The G+ started a dedicated Safe by Design workstream on hatches in late 2025, and in the meantime the SafetyOn hand injury campaign, and the G+/SafetyOn manual handling campaign are available and very relevant.

3.2 Injuries resulting in emergency response and/or medical evacuation

There were 51 injuries in 2025 that resulted in an ERME (with 57 ERME reports overall), up by 6 % from 2024's 48 ERME injuries; however, these represent a slightly lower proportion of all recorded injuries, 6 % vs 7 % in 2024. EMRE incidents per million work hours stayed broadly steady, seeing a fractional increase of 1 % between 2024 and 2025, from 0,73 to 0,74. Breaking down incidents by site type: 34 incidents, 67 % of the total, occurred on construction sites, and 16 incidents, 31 %, occurred on operational sites, with the remaining incident occurring on a development site. Compared to the 2025 dataset as a whole, ERME incidents are somewhat skewed towards construction sites, and somewhat skewed against operational and development sites. This pattern differs from the one seen in 2024, where ERME incidents were disproportionately skewed towards operational sites. The 2025 pattern also differs from the 2019–2024 average, where all site types had an equal proportion of ERME incidents. This is interesting to note, particularly as 2025 had a greater proportion of work hours reported for operational sites than the years prior.

In terms of work processes, ERME incidents were spread across a wide range, with 20 work processes recording at least one ERME incident. The largest work process for ERME incidents was working with hand tools/power tools, with six incidents, accounting for 12 % of the ERME incident total. This was followed by manual handling and cable pull/winching operation, both with five incidents accounting for 10 % of the total. Particularly notable here is cable pull/winching operation, which was a work process with an unusually high proportion of incidents being ERME – 24 %, five of the 21 cable pull/winching operation incidents recorded, were classified as such.

Looking at incident areas, the top five incident areas for ERME incidents were: turbine nacelle with eight incidents, service operation vessels (SOVs) with seven, cable installation vessels with five, turbine tower also with five, and onshore warehouse/workshop with four incidents. Together, these incident areas accounted for more than half, 57 %, of all ERME incidents recorded in 2025. SOVs and cable installation vessels are particularly notable here as having a large proportion of ERME incidents, with 13 % of SOV incidents and 15 % of cable installation vessel incidents being classified as such, substantially higher than the 6 % for the 2025 dataset overall.

Breaking down ERME incidents by actual consequence: 13 injuries resulted in a first aid injury, accounting for 25 % of the total; 12 injuries resulted in a medical treatment injury, accounting for 24 % of the total; three injuries resulted in a restricted work day injury, accounting for 6 % of the total; and 23 injuries resulted in a lost work day injury, accounting for 45 % of the total. The pattern of a larger proportion of LWDCs is understandable, as emergency responses and medical evacuations are typically used in the more serious incidents. Likewise, 35 %, 18 out of 51, of ERME incidents were also considered to be high potential. This is far higher than the 2025 database average of 6 % of all reports considered high potential.

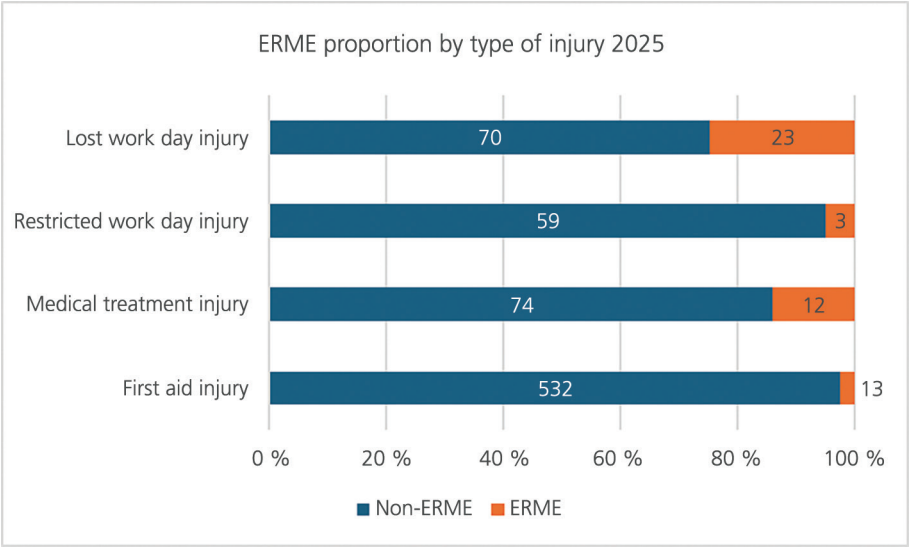


Figure 4: Incidents resulting in ERME by type of injury consequence, 2025

3.3 Injuries by incident area

The largest single area for injuries in 2025 was the turbine nacelle, with 114 injuries, accounting for 15 % of the annual total. See section 8 for a full breakdown of incidents in this area.

The other incident areas where most injuries occurred in 2025 were: jack-up vessel/barges, with 68 incidents, falling 26 % from 92 in 2024, where it was the largest incident area for that year; turbine tower, also with 68 incidents, rising 62 % from 42; onshore civils works, with 56 incidents, rising 30 % from 43; and SOVs, with 52 incidents, rising 18 % from 44. Together, these incident areas, along with the turbine nacelle, account for 46 % of all incidents recorded in 2025.

Other incident areas which saw a particularly notable increase in injuries are: onshore warehouse/workshop, with 45 incidents, which more than doubled over 2025, rising 105 % from 22 in 2024; turbine hub and blades with 44 incidents, rising 91 % from 23; onshore substation (non-high voltage areas), with 23 incidents, rising 156 % from nine; and accommodation vessels, with 16 incidents, more than quintupling from three in 2024.

Areas which saw a notable decline over 2025 were: crew transfer vessels (CTVs), with 36 incidents in 2025, falling 29 % from 51 in 2024; onshore harbour/quay/pontoons, with 27 incidents, falling 29 % from 38; survey vessels, with 12 incidents, falling 60 % from 30; and turbine foundation internal, which saw the steepest decline this year among major incident areas, with six incidents in 2025, falling 75 % from 24 in 2024.

In terms of high potential injuries, three incident areas stand out: turbine nacelle with nine high potential injuries; turbine tower with seven high potential injuries; and CTVs with six high potential injuries. Particularly notable here are CTVs, which had an unusually high portion of their injuries being high potential, 17 %. For context, only 6 % of all injuries in 2025 were classified as high potential, 45 of the 786.

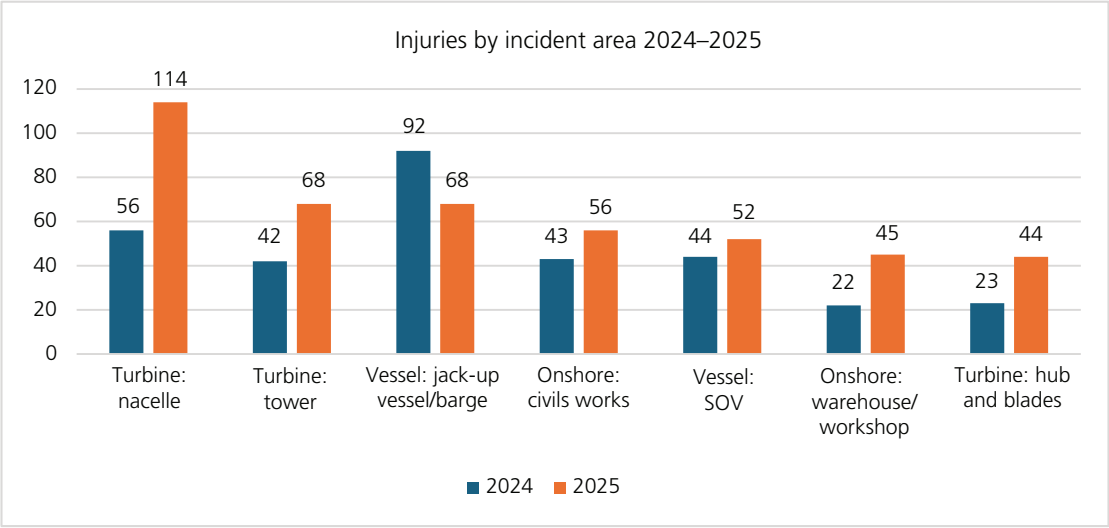


Figure 5: Injuries by reported work area (top seven), 2024 and 2025

3.4 Injuries by work process

Much like 2024, manual handling stands out as the largest work process by number of injuries, with 121 reported over 2025. This is not a surprising result, as manual handling consistently ranks as one of the top work processes for a source of incidents, particularly those resulting in injuries, in our database. The 2025 figure was only very slightly higher than the figure from 2024, rising 1 % from 120. However, what is more surprising is the significant rise in routine maintenance incidents, which more than doubled over 2025, increasing by 146 % to 91 incidents, from 37 in 2024. This increase in routine maintenance is due to a major rise in routine maintenance incidents recorded on operational sites, with these incidents more than tripling, rising 275 % from 20 incidents in 2024 to 75 in 2025.

Elsewhere, other high proportion incident areas included: walking from A to B, with 79 incidents, increasing 18 % from 67 in 2024; working with hand tools/power tools, with 78 incidents, also increasing 18 % from 67; and access/egress, with 67 incidents, which saw a substantial increase of 72 % from 39. Other areas which saw a major increase were: cable pull/winching operation, with 21 incidents, up from four in 2024; cable termination/jointing, with 16 incidents, up from three; and working with mechanical systems, with 20 incidents, up from eight in 2024. Two areas which saw a substantial decrease in incident areas were vessel operation, which fell 32 % from 19 in 2024 to 13 in 2025, and transfer from/to vessel, which fell 55 % from 29 in 2024 to 13 in 2025.

Looking at high potential injuries, manual handling, working with hand tools/power tools and lifting operations all top the list with five incidents each. Lifting operations is interesting here, as while manual handling and working with hand tools/power tools are not unexpected on this list (as they are fairly large work processes in terms of overall incidents), lifting operations has an unusually large proportion of high potential incidents, with 16 % of all lifting operation injuries being classified as high potential. For context, only 6 % of all injuries in 2025 were classified as high potential, 45 of the 786. A work process which is conspicuous by its absence is routine maintenance, which, despite being one of the largest work processes, had only two high potential injuries. Walking from A to B is another major work process with only two high potential injuries despite being a major work process, although this is unsurprising, as walking from A to B is generally not considered high risk in normal circumstances.

It is important to note that activities involving access, movement and transition can occur across multiple work processes; as such, exposure related to access and egress may extend beyond incidents explicitly coded under this category.

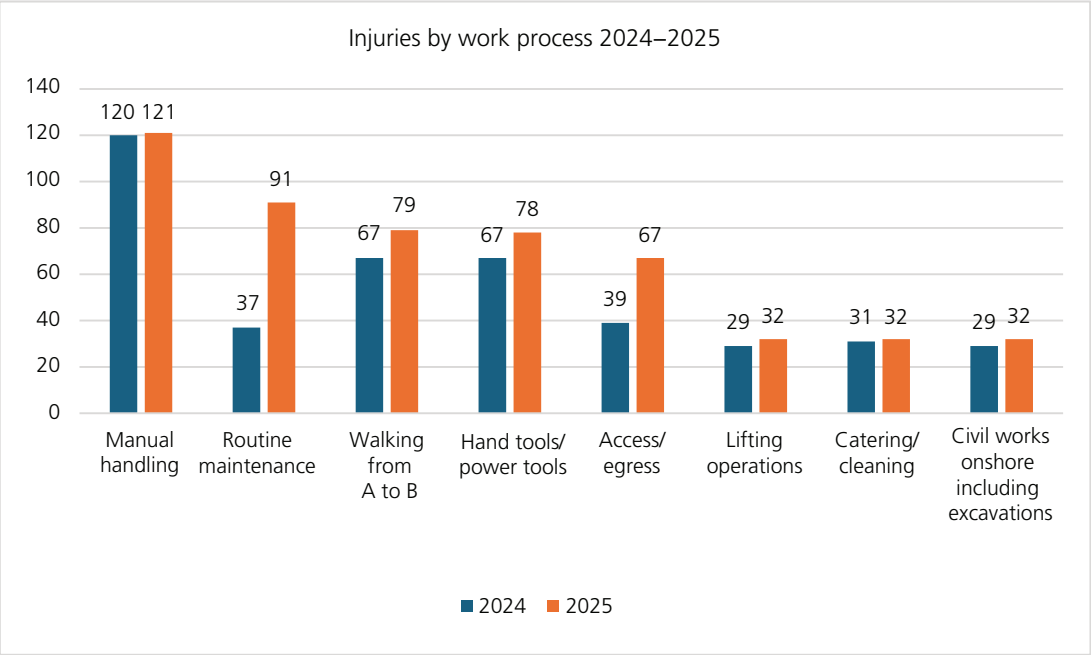
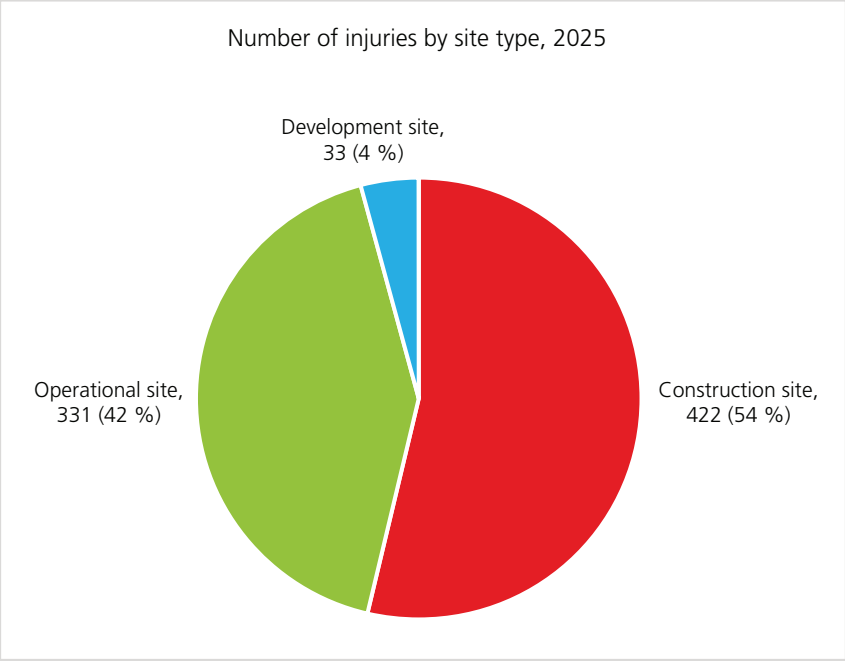


Figure 6: Injuries reported by work process (top eight), 2024 and 2025

3.5 Injuries by site type

The number of reported work hours in 2025 (69,2 million) rose by 5 % compared to 2024's total of 65,6 million work hours. Construction sites consist of the largest portion of hours, with 44 million work hours recorded, 64 % of the annual total, an increase of 7 % from 41,1 million construction hours recorded in 2024. However, the largest increase in hours was seen in operational sites, which rose 18 %, from 14,6 million in 2024 to 17,3 million in 2025, accounting for 25 % of the 2025 total. The only site types to see a decline in 2025 were development sites, which fell 21 %, from 9,9 million hours in 2024 to 7,8 million in 2025, accounting for 11 % of the 2025 total.

Injuries across all sites rose by 20 % over 2025 to 786, from 657 in 2024. Breaking down by site type, construction site incidents rose 8 % to 422, up from 392 in 2024, operational site incidents rose 46 % to 331, up from 226 in 2024, and development site incidents fell 15 %, the only site type to do so, to 33, down from 39 in 2024. The sharp rise in operational site incidents is the largest recorded since 2017.



Note: no hours or incidents were reported as decommissioning in 2025.

Figure 7: Injuries by site type, 2025

Offshore wind farms projects are either in the development, construction, operation or decommissioning phases. These are defined as:

Development site: Development and consenting phase of the project. Site area has been awarded by the landowner and surveys are being undertaken for consenting and pre-construction.

Construction/project site: Construction and commissioning are being undertaken.

Operational site: The site is in operation and producing power. (Note: WTGs will often be commissioned and handed over to operations as soon as they are built. In the case where a site has both project and operational activities, the incident has been evaluated to determine what activity was performed and classified accordingly.)

Decommissioning: The offshore wind farm has stopped operating, and work is under way to remove the wind farm.

Looking at TRIR and LTIF rates across the different site types, we see that construction sites saw slightly poorer safety performance over 2025, with TRIR increasing by 6 %, from 2,77 to 2,93, although LTIF remained steady at 1,02. In contrast, safety performance in operational sites saw moderate improvement, with LTIF falling by 26 %, from 3,35 to 2,48, and TRIR also seeing a decline, falling 5 % from 6,23 to 5,89. A mixed picture was seen in development sites, with LTIF seeing a moderate increase of 26 %, rising from 0,51 to 0,64, while TRIR saw a slight decrease, falling 10 % from 1,42 to 1,28.

	Site type	2024	2025	% change
LTIF	Construction site	1,02	1,02	0 %
	Operational site	3,35	2,48	–26 %
	Development site	0,51	0,64	26 %
TRIR	Construction site	2,77	2,93	6 %
	Operational site	6,23	5,89	–5 %
	Development site	1,42	1,28	–10 %

Table 6: LTIF and TRIR by site type, 2024 and 2025

3.6 Injuries by country

Country	Injuries	Work hours (millions)
Denmark	44	2,77
France	48	4,70
Germany	145	6,78
Netherlands	11	1,01
Poland	10	2,80
Taiwan	66	8,48
United Kingdom	246	24,20
United States	193	14,77
Other	23	3,60

Table 7: Injures reported per country, 2025

Examining work hours, it is unsurprising to see that the United Kingdom tops the list of injuries by country, with 24,2 million work hours, a very slight increase of 2 % from 23,7 million hours in 2024, driven by an increase in hours reported for operational sites, with hours reported slightly down for construction sites and slightly up for development sites on 2024 values. A more substantial increase was seen in the United States, with hours increasing 36 %, from 10,8 million in 2024 to 14,8 million in 2025, with hours reported nearly doubling for construction sites, up by more than a third for operational sites, but down nearly 85 % for development sites.

In contrast, both Taiwan and Germany saw a decline in hours, with Taiwan falling 31 %, from 12,4 million work hours in 2024 to 8,5 million work hours in 2025. In Taiwan this was driven by a nearly halving of the hours reported for construction sites, but with hours reported for operational sites more than three times higher those reported for 2024 and a slight rise in hours reported for development sites (6 %). In Germany work

hours fell 16 %, from 8,0 million to 6,8 million, in decreases in development work hours (–43 %) and construction (–24 %); however, hours for operational sites increased by 18 %.

France saw a very slight increase of 2 %, from 4,6 million in 2024 to 4,7 million in 2025, with work hours for development sites nearly half those reported for 2024, but compensated by modest increases in hours reported for construction and operational sites.

Elsewhere, Poland and Denmark saw a very sharp increase in hours, with Poland more than tripling, rising 269 %, from 0,8 million to 2,8 million, with hours reported for development sites increasing by over 70 %, and an over 25-fold increase for construction sites, with no projects yet in operations. Work hours reported for Denmark more than doubled, rising 149 % from 1,1 million to 2,8 million, with work hours in construction increasing by more than four times those reported for 2024, a nearly 50-fold increase in hours worked on development sites, and a modest increase in hours worked on operational sites.

It is important to note that variations in work hours and injuries across countries may not solely reflect safety performance, but can also be influenced by external geopolitical, economic, and regulatory factors that affect project activity levels, timing and site access. The simple change of one project from one phase to another can significantly change the patterns seen without meaning that safety attitudes and performance have suddenly changed.

	Country	2024	2025	% change
LTIF	Denmark	6,28	1,44	–77 %
	France	1,96	1,92	–2 %
	Germany	2,86	3,39	19 %
	Netherlands	2,39	0,99	–59 %
	Poland	0	1,07	
	Taiwan	0,32	0,35	9 %
	United Kingdom	1,69	1,36	–19 %
	United States	0,74	1,08	47 %
TRIR	Denmark	15,25	5,77	–62 %
	France	3,70	3,62	–2 %
	Germany	4,72	6,93	47 %
	Netherlands	6,39	3,94	–38 %
	Poland	0	1,43	
	Taiwan	2,59	0,94	–64 %
	United Kingdom	3,29	3,02	–8 %
	United States	2,40	4,33	80 %

Table 8: LTIF and TRIR by country, 2024 and 2025

Examining TRIR and LTIF per country, we see that some countries saw a decline across both rates, with Denmark showing the steepest decline, falling 62 % from a high TRIR of 15,25 in 2024 to 5,77 in 2025, and LTIF seeing an even steeper fall of 77 % from 6,28 to 1,44. The Netherlands also saw a decline in both metrics, with TRIR falling 38 % from 6,39 to 3,94, and LTIF falling 59 % from 2,39 to 0,99. The United Kingdom also saw a decline in both metrics, but this drop was more moderate, with TRIR falling 8 % (from 3,29 to 3,02) and LTIF falling 19 % (from 1,69 to 1,36).

The sharpest increase in TRIR and LTIF was seen in the United States, which saw TRIR rise by 80 %, from 2,40 to 4,33, while LTIF also saw an increase, rising 47 % from 0,74 to 1,08, with more LWDCs and RWDCs reported in vessels (cable laying and jack-ups) and onshore substation and

civils sites. Germany also saw a rise in both metrics, with TRIR rising 47 % from 4,72 to 6,93, and LTIF rising 19 % from 2,86 to 3,39, with turbine: nacelle in particular seeing an increase in reported LWDCs and RWDCs. For France, both metrics saw a fractional decline of 2 %, with TRIR falling from 3,70 to 3,62, and LTIF falling from 1,96 to 1,92. In Taiwan, the pattern was mixed, with TRIR seeing a sharp decline of 64 %, from 2,59 to 0,94, while LTIF saw a slight increase of 9 %, from 0,32 to 0,35. Finally, Poland, which had very few incidents in 2024, saw its first TRIR rate of 1,43 and first LTIF rate of 1,07. Table 9 shows the injury rates split by phase for the countries where more than three reporting companies have reported work hours in all phases for both years.

	Development				Construction				Operation			
	TRIR		LTIF		TRIR		LTIF		TRIR		LTIF	
	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025	2024	2025
Germany	2,81	1,65	1,87	1,65	2,06	4,91	1,24	2,18	11,77	11,17	7,06	5,59
Taiwan	2,29	0,00	0,00	0,00	2,68	0,74	0,35	0,29	0,00	2,43	0,00	0,81
United Kingdom	2,26	1,10	0,57	0,82	2,76	1,49	1,46	0,91	4,59	6,00	2,55	2,24

Table 9: Injury rates for Germany, Taiwan and United Kingdom (2024 and 2025), per project phase

4 High potentials

In this section, we analyse the entire dataset for 2024 and 2025, looking at all injuries, reports of asset damage, near miss incidents and hazard observations that were classified as having high potential. We use the term 'high potentials' to refer to these collectively.

During 2025, 12 % of the entire dataset (of all injures, plus asset damage, near hit/miss and hazard reports) was classified as high potential, with 211 unique instances. This is a 14 % decline from 2024, where 245 reports were classified as high potential, 13 % of that year's total. Looking at high potentials by site type, construction sites had the highest number of high potentials at 123, although this was a decline of 21 % from 155 in 2024. This was followed by operational sites with 86 high potentials, an increase of 8 % from 80 in 2024. The remaining two high potentials occurred on development sites, down from 10 in 2024.

Lifting operations was the work process with by far the highest number of high potential reports, with 43 over 2025, almost double the second highest work process. Splitting these figures by region, 24 incidents, 56 %, occurred in Europe; 18 incidents, 42 %, occurred in the United States; and the remaining one incident, 2 %, occurred in Asia. The 2025 lifting operations figure is only 2 % lower than 2024, where 44 lifting operation high potentials were reported. Furthermore, since 2017, lifting operations have consistently been the work process with the highest number of high potentials. It is worth noting that, looking into all lifting reports, only a fairly small proportion of them are actual injuries, with 32 of the 192 reports, 17 %, being classified as such. For comparison, 44 % of all 2025 reports were classified as injuries. In contrast, lifting reports have an unusually high proportion of near hit/miss, with 65 of the 192 reports, 34 %, classified as such, compared to 20 % of all 2025 reports. Looking into these lifting operation near hit/misses, almost half, 48 %, were classified as dropped object.

Elsewhere, other major work processes for high potentials were: routine maintenance, with 22 high potentials, up 5 % from 21 in 2024; vessel operation (including jack-ups and barges), with 20 high potentials, up 18 % from 17 in 2024; working with electrical systems, with 17 high potentials, down 23 % from 22 in 2024; and working at heights, with 14 high potentials, remaining unchanged from 2024.

In terms of incident area, high potentials were spread broadly over 28 different locations, with the largest being turbine nacelle, with 25 high potentials, seeing a rise of 79 % from 2024's 14 high potentials. Other areas which saw a notable rise in high potentials include turbine tower, which saw its count of high potentials quadrupling, from five in 2024 to 20 in 2025; turbine hub and blades, which rose 75 % from eight in 2024 to 14 in 2025; and onshore: warehouse/workshop, which rose from one in 2024 to nine in 2025. In contrast, jack-up vessels/barges fell by 38 % over 2025, from 37 in 2024 to 23 in 2025, as did turbine: transition piece/boat landing, which fell 19 % from 21 in 2024 to 17 in 2025. CTVs also saw a decline in high potentials, dropping 46 % from 28 in 2024 to 15 in 2025.

Breaking down high potentials by actual consequences: 30 high potentials were asset damage, falling 21 % from 38 in 2024; 17 high potentials were first aid injuries, falling 15 % from 20 in 2024; six high potentials were medical treatment injuries, falling 14 % from seven in 2024; two high potentials were restricted work day injuries, falling 71 % from seven in 2024; and 20 high potentials were lost work day injuries, rising 11 % from 18 in 2024. Twenty high potential incidents, 9 % of the total, also resulted in an emergency response/medical evacuation, and 62 high potentials were also classified as involving a dropped object. There were also 23 hazard reports classified as high potential, falling 44 % from 41 in 2024, and near hit/misses classified as high potential remained unchanged from 2024.

5 Asset damage reports

Asset damage reports saw a moderate decline over 2025, falling 28 %, from 367 in 2024 to 266 in 2025. Much like 2024, the largest share of asset damage reported occurred on construction sites, with 166 reports, 62 % of the total, occurring on construction sites, down 37 % from 2024's 265 construction site reports. In contrast, operational sites saw an increase in asset damage reports, rising 52 %, from 48 in 2024 to 73 in 2025. Development sites saw the steepest decline in asset damage reports over 2025, halving from 54 in 2024 to 27 in 2025.

Two work processes stand out as having the largest number of asset damage reports: lifting operations, with 54 reports, and vessel operation (including jack-ups and barges), with 46 reports. These two work processes comprise over a third of all 2025 asset damage reports. Lifting operations saw a substantial decline in reports over 2025, falling 41 % from 92 in 2024, while vessel operations saw a 5 % increase from 44 reports in 2024. Elsewhere, other major work processes include surveying, with 29 reports, almost halving over 2025, with reports down 45 % from 53 in 2024, aligning with the decrease in work hours reported for sites in development phase. Routine maintenance, with 23 incidents, is fractionally down 4 % from 24 in 2024; working with electrical systems, with 13 incidents, is unchanged from 2024; and operating plant and machinery, with 12 incidents, more than halved, falling 57 % from 28 in 2024.

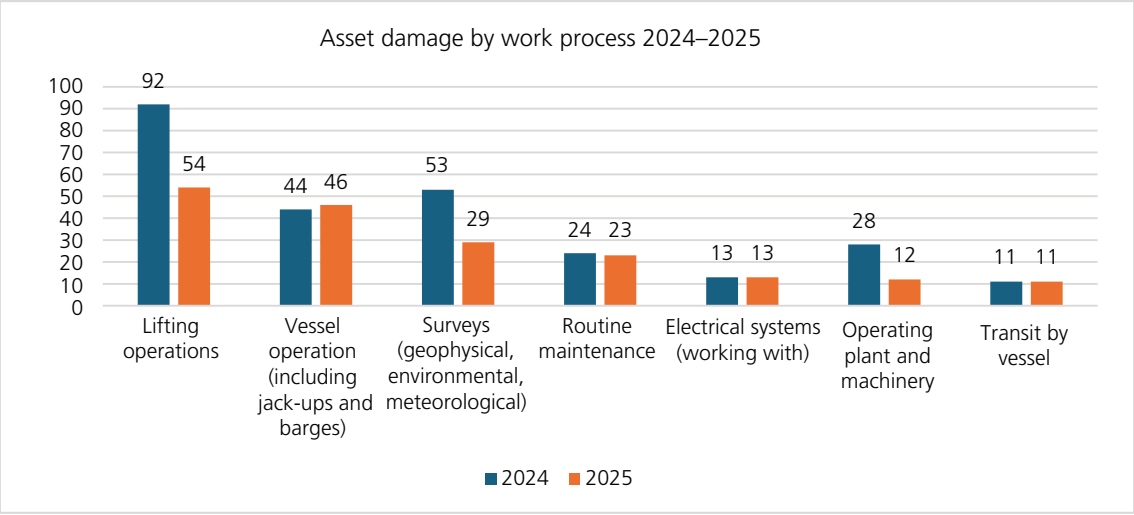


Figure 8: Asset damage reported by work process (top seven), 2024 and 2025

Much like work processes, two incident areas stand out as being the largest by number of asset damage reports, with survey vessels having 39 reports, down 17 % from 47 in 2024, and jack-up vessels/barges, with 31 reports, more than halving over 2025, falling 61 % from 80 in 2024. One factor which affected the decrease in jack-up vessels/barges is the transition of many sites from construction in 2024 to operation in 2025, as sites in operation only use jack-up vessels/barges for major maintenance, which is infrequent. Other vessel areas also saw declines, with SOVs halving, dropping from 40 in 2024 to 20 in 2025, and CTVs dropping 45 %, from 31 in 2024 to 17 in 2025. In contrast, onshore civils works more than tripled, rising 250 % from six in 2024 to 21 in 2025, while turbine transition piece/boat landing and turbine nacelle both saw more moderate increases, rising 64 % from 11 to 18, and rising 25 % from 12 to 15, respectively.

Thirty asset damage reports were classified as high potential, dropping 21 % from 38 in 2024. Looking over the work processes of high potential asset damage reports, one stands out – vessel operation (including jack-ups and barges), with 10 reports, a third of all high potential asset damage reports, up from four in 2024. Lifting operations also had a high number of high potential asset damage incidents, five, although this work process saw a decline compared to 2024, falling from eight. In terms of high potential asset damage incident areas, two which stand out are jack-up vessels/barges, with five, down from seven in 2024, and cable installation vessel, with four, up from two in 2024.

6 Dropped object reports

In this section, we analyse the entire dataset for 2024 and 2025, looking at all injuries, reports of asset damage, near miss incidents, and hazard observations that were classified as involving a dropped object. We use the term 'reports' to refer to these collectively.

Throughout 2025, 187 reports were classified as dropped object related, around 10 % of the total number of reports recorded. This figure is 29 % lower than the number of dropped object injuries in 2024, where 265 were recorded, accounting for 14 % of the 2024 total. Of the 187 recorded over 2025, 104, 56 %, occurred on construction sites; 76, 41 %, occurred on operational sites; and seven, 4 %, occurred on development sites. This is a somewhat different pattern to that seen in 2024, where the substantial majority of incidents, 69 %, occurred on construction sites, 25 % occurred on operational sites, and 7 % occurred on development sites.

When examining work processes, two processes stand out as being the largest – lifting operations, with 43 reports, accounting for 23 % of the total, and routine maintenance, with 35 reports, accounting for 19 % of the total. These two work processes were also major in 2024, where lifting operations had 65 reports, accounting for 25 % of the total, and routine maintenance had 34 reports, accounting for 13 % of the total. Elsewhere, dropped object reports were more broadly spread, with 28 areas in total recording at least one dropped object report.

In terms of incident area, five work processes stand out as being the largest. These were: jack-up vessels/barges, with 22 reports; turbine transition piece/boat landing, also with 22 reports; turbine nacelle, with 21 reports; turbine hub and blades, with 16 reports; and turbine tower, with 14 reports. Interestingly, all these areas (other than turbine tower) appeared in the top five in 2024. One notable area here is jack-up vessels/barges, which saw a substantial decline from last year, falling 65 %, from 62 in 2024 to 22 in 2025.

Breaking down dropped object reports by actual consequence, 22 reports, 12 %, resulted in a hazard; 101 reports, 54 %, resulted in a near hit/miss; 41 reports, 22 %, resulted in asset damage; 10 reports, 5 %, resulted in a first aid injury; two reports, 1 %, resulted in a medical treatment injury; two reports, 1 %, resulted in a restricted work day injury; and nine reports, 5 %, resulted in a lost work day injury. What is notable here is that, while these actual consequence proportions of dropped object reports are fairly similar to 2024, the number of lost time injuries which involved a dropped object actually increased, rising from five in 2024 to nine in 2025. Only one of these nine LWDCs involved a 'traditional' dropped object scenario when a tool bag fell 4 m hitting a technician below while another technician was climbing from the lift platform to the yaw deck, due to the bag being mistakenly secured to unapproved clips rather than the rated connection point. None of the 'dropped object' incidents involved lifting operations or other work at height, most involving heavy hand tools or other objects (bolts in particular) falling a relatively short distance but still causing sprains or soft tissue damage. A more significant LWDC occurred onshore during unloading of a mobile transformer skid from a delivery truck, when one of the units tipped and a worker was pinned under the 450 kg equipment.

In 2025, 33 % of dropped object reports were classified as high potential, 62 reports in total. This is a somewhat higher proportion than was recorded in 2024, where 25 % of dropped object incidents were reported as high potential, 67 reports. Seven dropped object reports resulted in an emergency response/medical evacuation in 2025, up from six in 2024.

7 Hazards and near misses

The G+ requests members report only high potential hazards, though not all hazards reported meet the strictest 'high potential' definition (extract from the G+ reporting definition: '*potential to cause a fatality/life-changing injury. Categorisation as a high potential incident should be based on credible scenarios not on worse-case scenarios*'). As such, the hazards included in the G+ dataset represent only a selection of all observations and hazards G+ members collect internally; they are used in the G+ more for long-term analysis when investigating topics, particularly at the start of a new workstream. Year-on-year trends offer some insight, but readers should be cognisant of this wider context.

In 2025, 739 hazards and near hit/misses were reported, 41 % of all reports received over the year. For comparison, 905 hazard reports and near hit/misses were reported in 2024, representing 47 % of all reports received over that year.

Comparing the number of hazards and near hit/misses for each work process to the number of overall reports for each process, we see that some work processes have an unusually high number of hazard reports compared to the overall number of reports. All 19 reports citing communication as the work process were hazards and near hit/misses, while for transfer to/from vessel, 46 out of 64, 72 %, were hazards or near hit/misses, and for working from heights, 38 out of 51, 75 %, were hazards or near hit/misses. In contrast, some work processes have a very low proportion of hazards and near hit/misses compared to other report types. Manual handling had nine hazards and near hit/misses, 7 % of 132 total reports for this work process; hand tools/power tools had seven hazards and near hit/misses, 8 % of the 88 total reports; and walking from A to B had 15 hazard and near hit/misses, 16 % of the 94 total reports. It is worth noting that these work processes are a major contributor to injury figures, suggesting that the offshore wind farm industry may struggle to identify near hit/misses and hazards in this area. Cable termination/jointing had no hazards or near hit/misses, but 16 total reports, and catering/cleaning had 34 reports but only one hazard.

Moving on to incident areas, the top five incident areas for hazards and near hit/misses in 2025 were: turbine nacelle, with 92 hazards and near hit/misses out of 221 reports, 42 % of the total; CTVs, with 66 hazards and near hit/misses out of 119 reports, 55 % of the total; SOVs, with 63 hazards and near hit/misses out of 135 reports, 47 % of the total; jack-up vessels/barges, with 61 hazards and near hit/misses out of 160 reports, 38 % of the total; and turbine transition piece/boat landing, with 56 hazards and near hit/misses out of 108 reports, 52 % of the total. Three areas which were notable for having a low proportion of hazards and near hit/misses were: onshore turbine assembly, with five hazards and near hit/misses out of 33 reports, 15 % of the total; accommodation vessels, with three hazards and near hit/misses out of 19 reports, 16 % of the total; and cable installation vessels, with 11 hazards and near hit/misses out of 51 reports, 22 % of the total.

In terms of high potential, 136 hazards and near hit/misses were classified as high potential, which is 18 % of the total number of hazards and near hit/misses recorded in 2025. Three work processes which stand out from these high potential hazards and near hit/misses are lifting operations, with 33 high potentials, routine maintenance, with 17 high potentials, and working with electrical systems, with 13 high potentials. Three incident areas which stand out from these high potential hazards and near hit/misses are jack-up vessels/barges, with 17 high potentials, turbine nacelle, with 14 high potentials, and turbine transition piece/boat landing, with 13 high potentials.

8 Deep dive – injuries on turbine nacelles

During 2025, 114 injuries were recorded in the turbine nacelle area, more than double the 56 injuries seen in 2024. In 2025, 15 % of all injuries recorded occurred in the turbine nacelle, making it the largest single incident area in 2025. While this 15 % proportion is higher than the 9 % seen in 2024, it is close to the proportions seen during 2019 to 2022 (between 13 % and 16 %) before it fell to 10 % in 2023.

Breaking down turbine nacelle incidents by site type, we find that 97 incidents, 85 % of the total, occurred on operational sites, while the remaining 17 incidents, 15 %, occurred on construction sites. This is to be expected, as the installation of the nacelle only occurs in the later stages of construction. However, when examining 2024 alone, we found that 20 incidents, 36 % of the total, occurred on construction sites, and 36 incidents, 64 %, occurred on operational sites. This is due to a large number of sites being in the last stages of construction in 2024, before transitioning to operations in 2025. This also explains why there was such an increase in turbine nacelle injuries between 2024 and 2025 – more sites were in construction in 2024, and were therefore less exposed to nacelle incidents, while in 2025, more sites were in operation, and therefore more exposed to turbine nacelle incidents.

Reviewing the work processes associated with turbine nacelle incidents, we find one process which stands out: routine maintenance, with 37 incidents, 32 % of all turbine nacelle incidents in 2025, and significantly higher than the four routine maintenance incidents recorded in turbine nacelles in 2024, where routine maintenance incidents only accounted for 7 % of turbine nacelle incidents. Interestingly, 41 % of the 91 routine maintenance incidents which were reported in 2025 occurred on the turbine nacelle, making the turbine nacelle the largest source of routine maintenance incidents.

Looking at other major work processes which occurred in the turbine nacelle, manual handling and walking from A to B came in joint second, with 11 incidents each, both accounting for 10 % of the total. This was followed by access/egress, with 10 incidents, accounting for 9 % of the total, and working with electrical systems, with eight incidents, accounting for 7 % of the total. All these work processes saw an increase from their values in 2024, with manual handling rising by seven from four incidents in 2024, walking from A to B rising by four from seven, access/egress rising by four from six, and working with electrical systems rising by five from three.

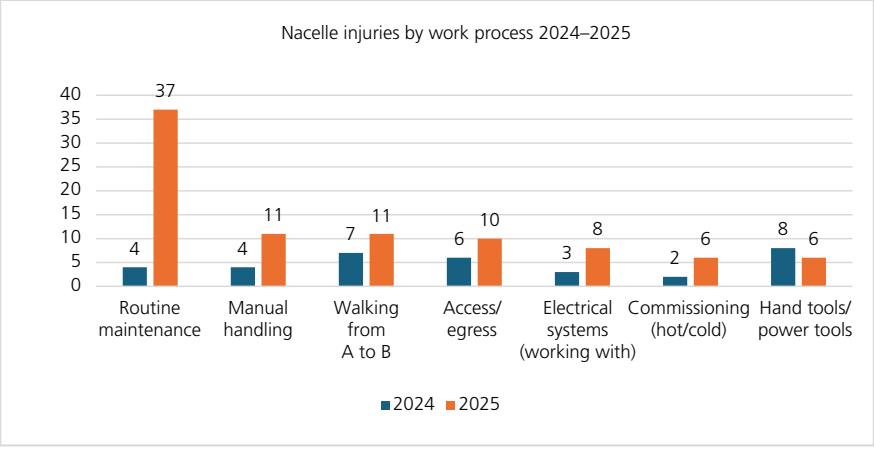


Figure 9: Nacelle injuries reported by work process (top seven), 2024 and 2025

When comparing turbine nacelle incidents by country, we see that four countries saw an increase: the United Kingdom, with 48 incidents, up 140 % from 20 in 2024; Germany, with 41 incidents, up 242 % from 12 in 2024; Denmark, with 11 incidents, up 175 % from four in 2024; and Taiwan, with seven incidents, up 40 % from five in 2024. These four countries accounted for 94 % of all turbine nacelle incidents in 2025. Furthermore, for the United Kingdom, Germany, and Denmark, the turbine nacelle was the single largest incident area in 2025. Elsewhere, however, the pattern differed, with turbine nacelle incidents in the Netherlands falling from eight incidents in 2024 to three in 2025, and in the United States, where incidents fell from five to one. Turbine nacelle incidents remained steady in France between 2024 and 2025, at just two incidents, while Sweden also recorded an incident, up from 0 in 2024.

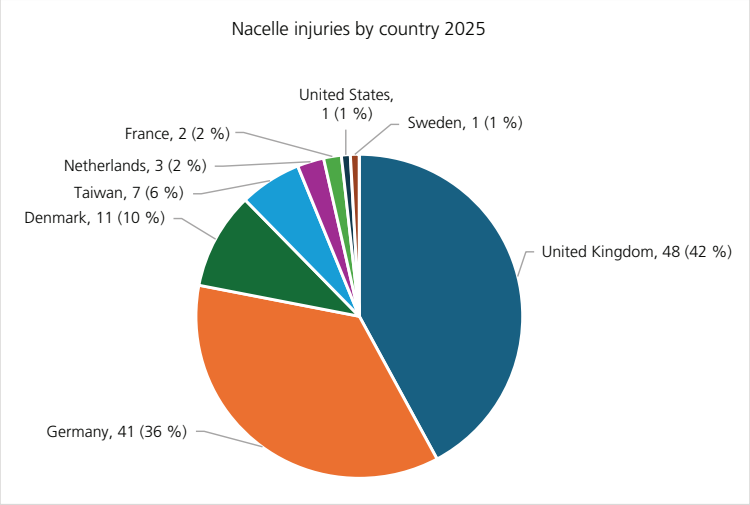


Figure 10: Nacelle injuries reported by country, 2025

Breaking down incidents by actual consequences, 82 incidents, 72 %, resulted in a first aid injury; six incidents, 5 %, resulted in a medical treatment injury; 12 incidents, 11 %, resulted in a restricted work day injury; and 14 incidents, 12 %, resulted in a lost work day injury. These proportions are fairly similar to the ones seen in 2024, as well as being a similar proportion to that seen in the 2025 dataset overall. From this, we can conclude that injuries in the turbine nacelle are generally not more or less serious than those seen in other incident areas.

Looking into the body parts which are most injured in the turbine nacelle, we find that the hand is the most typical site of injury, with 40 incidents, 35 % of the total, recording an injury there. This is the same proportion as the database at large, where 34 % of all injuries recorded the hand being harmed. Looking over the whole database, generally the body parts injured in the turbine nacelle are not dissimilar to the 2025 dataset at large, with two slight exceptions – 15 %, 17 injuries, involved the arm being harmed, which is a slightly larger proportion than the full 2025 dataset, where only 12 % of injuries involved the arm, and pelvic injuries, with four recorded in the turbine nacelle, representing 4 % of the turbine nacelle total, while only 1 % of the 2025 dataset total. Indeed, half of all pelvic injuries occurred in the turbine nacelle, four of the eight.

Examining the nature of turbine nacelle injuries, 40 injuries were a cut, puncture or scrape, 35 % of the total, slightly higher than the proportion of the overall 2025 dataset, where 32 % of all injuries were classified as such. Elsewhere, the nature of turbine nacelle injuries was also similar to the 2025 dataset at large, with exceptions being fractures, which accounted for 2 % of turbine nacelle incidents but 4 % of the overall 2025 dataset, and electrical shocks, which accounted for 3 % of turbine nacelle injuries but only 1 % of the overall 2025 dataset, with four of the 11 electric shock injuries recorded in 2025 occurring in the turbine nacelle.

Fifteen turbine nacelle asset damage reports occurred over 2025, up from 12 in 2024. Six asset damage turbine nacelle reports in 2025 occurred during routine maintenance, and four during lifting operations. Overall, turbine nacelle asset damage incidents represent only a small amount of the overall asset damage total, with these 15 reports accounting for 6 % of the 266 asset damage reports recorded in 2025.

In terms of high potential incidents, nine of the 114 turbine nacelle incidents, 8 %, were classified as high potential, compared to 4 % in 2024, which had only two high potential turbine nacelle incidents. In 2025, 6 % of all injuries were classified as high potential, meaning that turbine nacelle has a slightly higher proportion of its injuries being high potential. Turbine nacelle was also the incident area with the largest amount of high potential incidents in 2025. Eight turbine nacelle incidents, 7 % of the total, were classified as requiring an emergency response/medical evacuation in 2025, compared to four incidents, 7 % of the total, in 2024. This is a slightly higher proportion than the 2025 average of 6 % of incidents requiring an emergency response/medical evacuation. Furthermore, four turbine nacelle incidents in 2025 were classified as both high potential and requiring ERMEs.

9 Deep dive – eye injuries

In 2025, 57 eye injuries were recorded (7 %). This is an increase of 21 % from 2024, when 47 eye injuries were reported, also accounting for 7 % of the total number of injuries in that year. Breaking down by site type, we find that the proportion of eye injuries for each site type broadly matches the breakdown in site type in the 2025 dataset overall, with 29 incidents, 51 %, occurring on construction sites, 27 incidents, 47 %, occurring on operational sites, and the remaining one incident occurring on development sites. This suggests that all site types are equally prone to eye injuries.

Looking at work process, we find that eye injuries are broadly spread over a large number of different work activities, with 19 different processes recording an eye injury. However, a few major work processes stand out, with the top five for eye injuries being: routine maintenance, with nine eye incidents; manual handling, working with hand tools/power tools and hot works, each with six eye incidents; and catering/cleaning, with five eye incidents. These five work processes account for more than half, 56 %, of all eye injuries recorded. Particularly notable here is hot works, with six out of the eight incidents recorded in 2025 involving the eye being injured. Another notable work process for 2025 is working with chemicals and hazardous substances, where three of the five incidents recorded in 2025 involved the eye being injured. It is also worth noting that some work processes saw a sharp decline in eye injuries compared to their figures in 2024: routine maintenance eye injuries fell by a quarter from the 12 incidents recorded in 2024, and grouting eye injuries fell from six in 2024 to only one in 2025.

Much like work processes, eye injuries were recorded in a fairly large number of incident areas, with 17 areas recording at least one eye injury. The turbine nacelle recorded the most, with eight injuries, followed by onshore warehouse/workshop, turbine hub and blades and jack-up vessels/barges, all with six injuries each, followed by cable installation vessels and turbine tower, both with five injuries each. While some areas had a higher proportion of eye injuries than the dataset at large, this was not as pronounced as we have seen for work processes. Indeed, almost all incident areas saw a fairly large change from the number of eye injuries recorded for them in 2024, which suggests that it is somewhat difficult to identify an area which is consistently more prone to eye injuries than another.

Breaking down eye injuries, we find that 41 injuries resulted in first aid, up 32 % from 31 in 2024; 13 injuries resulted in medical treatment, up 63 % from eight; two injuries resulted in restricted work day, double the one incident recorded in 2024; and one injury resulted in lost work day, down 86 % from seven recorded in 2024. From this, we see that there has been a substantial decline in LWDC eye injuries from 2024, but all other injury types have increased. In addition to this, when examining the nature of eye injuries in 2025, we see that the vast majority, 50 incidents, or 88 %, were from chemical or physical irritation or exposure, with seven injuries, 12 %, being listed as cut, puncture or scrape, which in this context means objects hitting and scraping the eye itself.

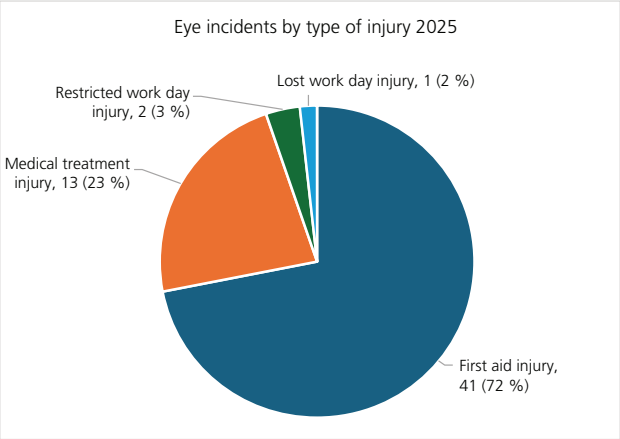


Figure 11: Eye injuries by type of injury consequence, 2025

Three eye injuries in both 2024 and 2025 were classified as high potential, 6 % and 5 % of their overall eye injuries total, respectively. This is fairly similar, if slightly lower, than the high potential proportion seen in the overall database for each of these years, 8 % and 6 %, respectively. Two injuries in 2025, and three injuries in 2024, resulted in an emergency response/medical evacuation. In 2025, no eye injuries were classified as being both high potential and resulting in an emergency response/medical evacuation, while in 2024, one was.

The widespread distribution of eye injuries across activities and locations reinforces the need for consistent, task-appropriate eye protection, verification at the point of work and active supervision, particularly for routine or short-duration tasks.

10 Spotlight – dynamic risk assessment, the missing barrier

As reviewers analysed the narrative descriptions of nearly 2 000 incidents and hazard observations reported during 2025, a clear and consistent pattern emerged across a wide range of activities. Regardless of whether work was taking place on a vessel, turbine, port, construction site, workshop, warehouse, or office, many injuries occurred during routine, familiar tasks where individuals proceeded without pausing to reassess the conditions immediately around them.

This gap highlights the absence of an essential control: dynamic risk assessment at the point of work, which needs to be designed with a human and organisation performance framework to truly enable workers to apply this control.

A Point of Work Risk Assessment (POWRA), or Last-Minute Risk Assessment (LMRA) as it is sometimes referred to, is designed to provide this final check. Widely used across high-hazard industries such as offshore oil and gas, petrochemicals and maritime sectors, these simple interventions act as the last practical safeguard between formal risk assessments and the realities of the working environment. While procedures define how a task should be carried out, a POWRA asks a more immediate question: 'Given what I see in front of me right now, is it still safe to proceed?'

However, many incident descriptions suggest that this critical step is not yet consistently embedded across the offshore wind sector. Workers frequently entered or continued tasks without checking for slip hazards, confirming load stability, verifying electrical isolation or anticipating how equipment or components might move. These are hazards that can typically be identified within seconds when an effective POWRA is applied.

This is not a matter of individual blame. Effective dynamic risk assessment depends on how work is planned, paced, supervised and designed, including whether people are genuinely enabled to pause, speak up and adapt safely in response to changing conditions. We hope that by raising awareness of this aspect, G+ members and organisations in the wider industry can explore how best they can support their front line.

POWRA should sit naturally alongside the industry's Life Saving Rules. The Rules define the non-negotiable controls – for example, working at height, maintaining exclusion zones, preventing dropped objects and ensuring energy isolation. POWRA is the moment where individuals confirm that these controls are in place, here and now. When applied effectively, it reinforces the Life Saving Rules by bringing situational awareness into the present tense. When absent, even well-designed systems and procedures can be undermined by changing conditions at the workface.

The incidents reported during 2025 show that this is not an isolated issue. The pattern spans the full supply chain and project life cycle, including nacelle access, lifting operations, crew transfers, construction activities, civils, turbine platforms, quaysides and office environments. This breadth indicates that the challenge is not task-specific, but a cross-industry gap in consistently applying dynamic risk assessment.

This spotlight invites organisations, supervisors, and front-line teams to reflect on how POWRA and LMRA are understood, enabled and reinforced. Embedding a culture of deliberate micro-pauses, active hazard scanning and real-time awareness has the potential to prevent a significant proportion of the incidents observed – and to strengthen operational resilience across the offshore wind industry.

In many cases, the difference between incident and safe outcome was not the absence of a procedure, but the absence of a pause.

11 Conclusions and next steps

Reflecting on the whole picture of the offshore wind industry in 2025, we see both continuing growth and room for improvement in safety. Work hours have increased to 69,2 million, and LTIF has seen a decline from 2024, although TRIR has seen a rise. As more sites transition from construction to operations, we see an increase in turbine-related incidents. We also see the importance of protecting workers from eye injuries, and the work processes associated with them.

Looking ahead to 2026, we are updating our data collection to have a closer look at injury severity, as well as incident causes. We will also be incorporating our Life Saving Rules as part of our dataset, meaning we can better understand which rules are most frequently broken, and the consequences of this. We will also continue to provide workstreams and guidance publications throughout the year.

The narrative insights highlighted in this report point to opportunities to further evolve incident data collection, enabling future analysis to better reflect how harm occurs at the point of work. This evolution will support deeper learning and more targeted prevention across the offshore wind industry.

Annexes

Annex A – Glossary

Throughout the report, some terms are used to mean a group of work processes or incident areas. The definitions of these terms are as follows:

Construction site	Site under construction and commissioning.
Development site	Development and consenting phase of the project.
Lifting operations	Lifting operations comprise the following work processes: lifting operations and rigging/slinging/banking. They do not include davit crane lifting operations or cable pull/winching operations.
Operational site	Site in operation producing power.
Turbine	The turbine includes internal and external foundations, hub and blades, nacelle, service lift, tower, transition piece/boat landing areas, external and internal foundations, helicopter area, and yaw gear space.

The following incident consequence definitions have been used in the G+ dataset:

Asset damage	An event where there is damage to plant, equipment or facilities (no injury to persons).
Fatality	An incident that involves death as a result of a work-related incident or occupational illness. Deaths that occur after an incident but are a direct consequence of an incident are to be included.
First aid	An incident which requires simple treatment that is self-administered or by a first aider, doctor or nurse but does not result in lost time or long-term medical care.
Hazard	A hazard is a condition or a situation where there is a potential to cause an incident. It is important to remember that nothing has happened, and no impact/harm has occurred. Only hazards which are considered to be high potential are included.
High potential incident	High potential incidents are incidents or near misses that have the potential to cause a fatality/life-changing injury.
Lost work day case (LWDC)	Non-fatal incident that involves a person being unfit to perform any work on any day after the occurrence of the occupational injury. 'Any day' includes rest days, weekend days, leave days, public holidays or days after ceasing employment.
Medical treatment	An incident not severe enough to be reported as a fatality, lost work day incident or restricted work day incident, but which is more severe than requiring simple first aid treatment.
Near hit/near miss	A near hit or miss is any incident which could have resulted in a work-related accident but did not, either by chance or timely intervention.
Restricted work day case (RWDC)	An incident that does not result in a fatality or a lost work day but does result in a person being unfit for the full performance of the regular job or any work on any day after the occurrence of the occupational injury.

The following statistical definitions have been used in the G+ incident data analysis:

Lost time injury frequency (LTIF)	The number of lost time injuries (fatalities + lost work day injuries) per 1 000 000 hours worked.
Total recordable injury rate (TRIR)	The number of recordable injuries (fatalities + lost work day injuries + restricted work day injuries + medical treatment injuries) per 1 000 000 hours worked.

Annex B – Abbreviations

APAC	Asia-Pacific
CTV	crew transfer vessel
ERME	emergency response and/or medical evacuation
LMRA	Last-Minute Risk Assessment
LTIF	lost time injury frequency
LWDC	lost work day case
POWRA	Point of Work Risk Assessment
RWDC	restricted work day case
SOV	service operation vessel
TRIR	total recordable injury rate
WTG	wind turbine generator

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