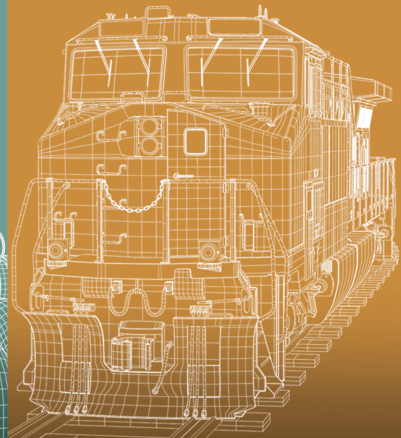
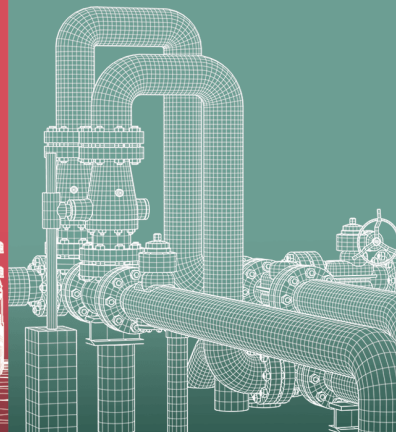
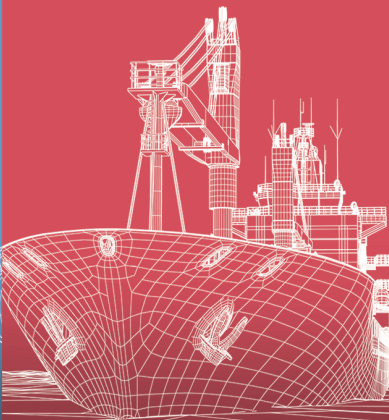




Transportation
Safety Board
of Canada

Bureau de la sécurité
des transports
du Canada



STATISTICAL SUMMARY

Marine Transportation Occurrences in 2025

Canada

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Statistical summary: marine transportation occurrences in 2025

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Le présent rapport est également disponible en français.

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Statistical Summary

Marine Transportation Occurrences in 2025

Please note that the tables and figures in the [HTML version](#) are fully accessible.

The Transportation Safety Board of Canada (TSB) gathers and uses transportation occurrence¹ data as part of its investigations to analyze safety deficiencies and identify risks in the Canadian air transportation system.

This statistical summary serves to describe the accident, incident, and injury counts that are presented in the included Tables. It provides limited discussion and some context but is not intended to be an in-depth analysis of the data. Averages and percentages in this summary have been rounded.

It should be noted that certain characteristics of the data constrain statistical analysis and the identification of emerging trends. These include the small totals of accidents and incidents, the large variability in the data from year to year, and changes to regulations and definitions. The reader is cautioned to keep these limitations in mind when reading this summary to avoid drawing conclusions that cannot be supported by statistical analysis.

The 2025 data were collected according to the reporting requirements described in the *Transportation Safety Board Regulations* in force during that calendar year.

The statistics presented here reflect the TSB Marine Safety Information System (MARSIS) database at 30 March 2026. Since the occurrence data are constantly being updated in the live database, the statistics may change slightly over time.

Also, as many occurrences are limited to data gathering, information recorded on some occurrences may not have been verified.

The following discussion refers to data tables contained in this document.

¹ See Definitions section.

Executive summary

The TSB received 990 reports of marine transportation occurrences in 2025 (257 accidents and 733 incidents), including 6 fatalities.

The total of 257 marine transportation accidents represents an increase from the 213 accidents in 2024 but is 4% below the 10-year average of 267. In 2025, 85% were shipping accidents (when a ship, for example, sinks, founders, or capsizes), slightly more than 83% on average over the previous 10 years. The remaining 15% of accidents in 2025 were aboard ship (when a person is seriously or fatally injured, for example, when boarding a ship or by falling overboard), just below the 10-year annual average of 17%.

According to information provided by Transport Canada, marine activity for Canadian commercial non-fishing vessels over 15 gross tons (GT) was 23 732 thousand commercial vessel-km in 2025, which is 11% above the 2015–2024 average. This yields a rate of 3.1 shipping accidents per million commercial vessel-km in 2025, lower than the prior 10-year average of 3.3.

The 6 marine transportation fatalities represent a 50% reduction from the 2024 total of 12 and a reduction from the 10-year average of 15. Of the 6 fatalities, 3 involved shipping accidents, below the average of 9 per year. As in previous years, many of the fatalities (3 of the 6) were related to commercial fishing (Canadian-flag vessels in Canadian waters). Due to this continuing trend, commercial fishing safety remains a key safety issue on the [TSB's Watchlist](#).

The 733 marine transportation incidents reported to the TSB in 2025 represents a 1% decrease from 2024 and is 13% below the 10-year average of 842. As in previous years, most reportable incidents (82%) were related to the total failure of machinery or technical systems.

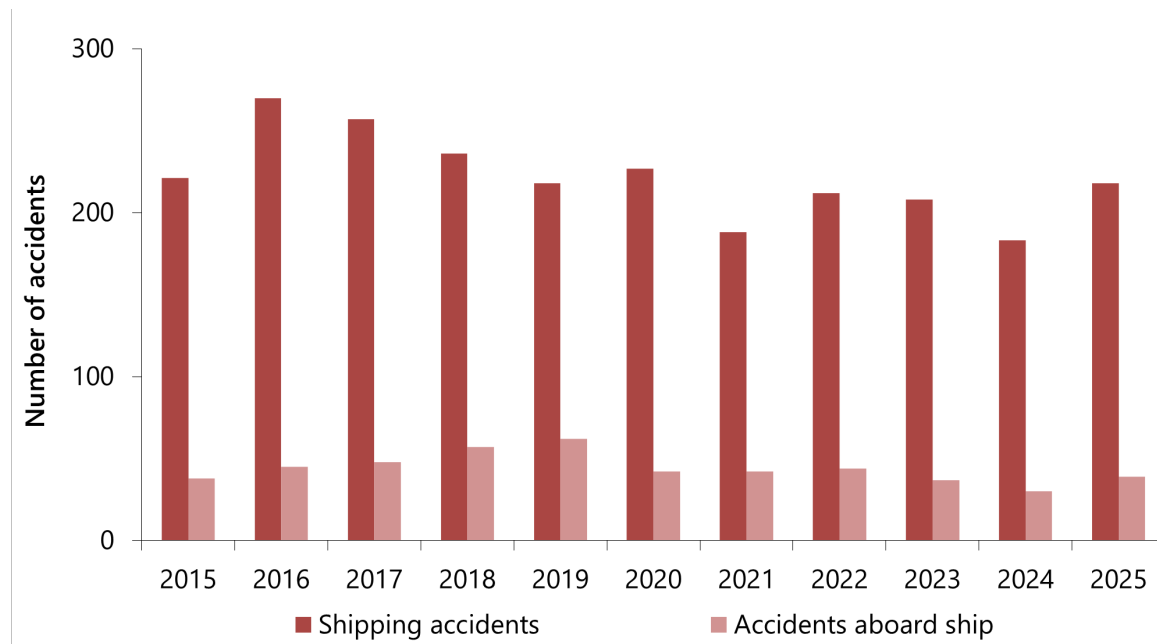
Accidents

Overview of accidents and casualties

In 2025, 257 marine accidents² were reported to the TSB, a higher number compared to the 2024 total of 213 but below the 10-year (2015 to 2024) average of 267 (Figure 1). In 2025, the proportion of shipping accidents (as opposed to accidents aboard ship) was 85% of all marine accidents, slightly higher than the previous 10-year average proportion (83%).

There were 218 shipping accidents in 2025, which is more than the 2024 total of 183 but slightly less (2%) than the 2015 to 2024 average of 222. Fishing vessels were involved in 31% of all shipping accidents, which is the highest proportion among vessel types, followed by solid cargo vessels, involved in 23% of shipping accidents (data not shown).

Figure 1. Shipping accidents and accidents aboard ship, 2015 to 2025



In 2025, there were 39 accidents aboard ship, more than in 2024 (30), but down from the 2015 to 2024 average of 45. Fishing vessels were involved in 23% of all accidents aboard ship, down from 50% in 2024. Solid cargo vessels were involved in 44% of accidents aboard ship (data not shown).

Casualties (tables 1, 6 and 7)

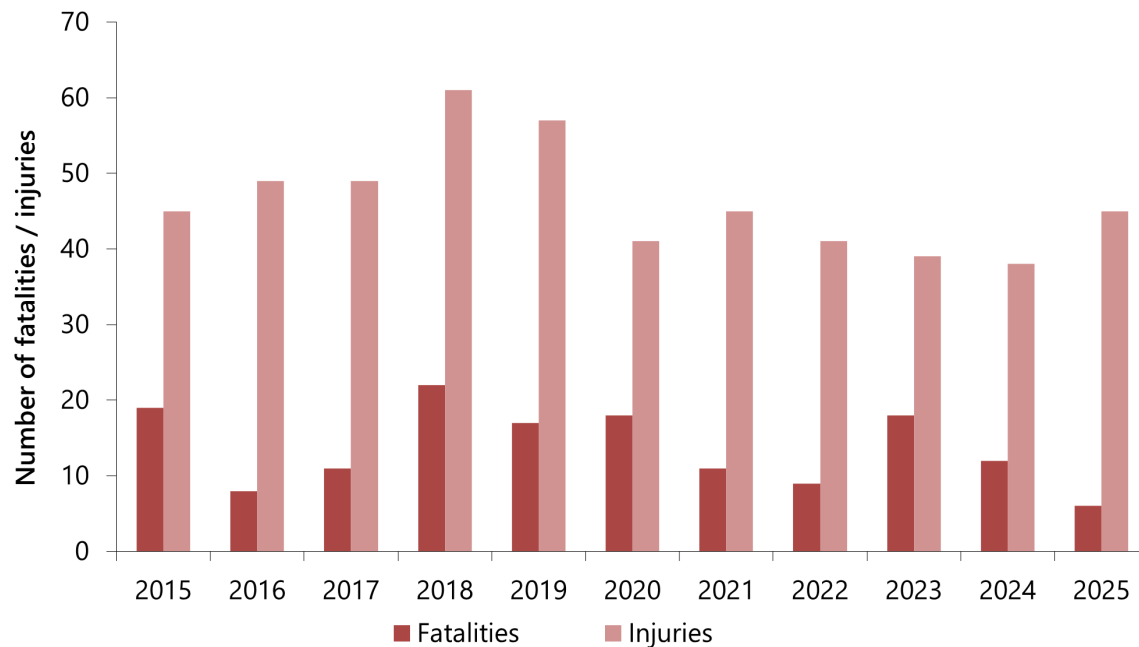
In 2025, 6 marine fatalities were reported, down from the 12 fatalities reported in 2024, and below the annual average of 15 between 2015 and 2024. Of the 6 fatalities in 2025, 3 were the result of 2 shipping accidents, while the remaining 3 fatalities resulted from 3 accidents aboard ship.

² See the Definitions section.

Of note, 2 shipping accident fatalities in 2025 and 1 fatality that ensued from an accident aboard ship occurred aboard commercial fishing vessels. Improving safety in the commercial fishing industry is an ongoing concern of the Transportation Safety Board of Canada.

Serious injuries in 2025 totalled 45, up from 38 in 2024, but slightly below the annual average of 47 from 2015 to 2024. Of these 45 serious injuries, 37 (82%) resulted from accidents aboard ship, and 8 resulted from shipping accidents (Figure 2).

Figure 2. Marine fatalities and serious injuries, 2015 to 2025

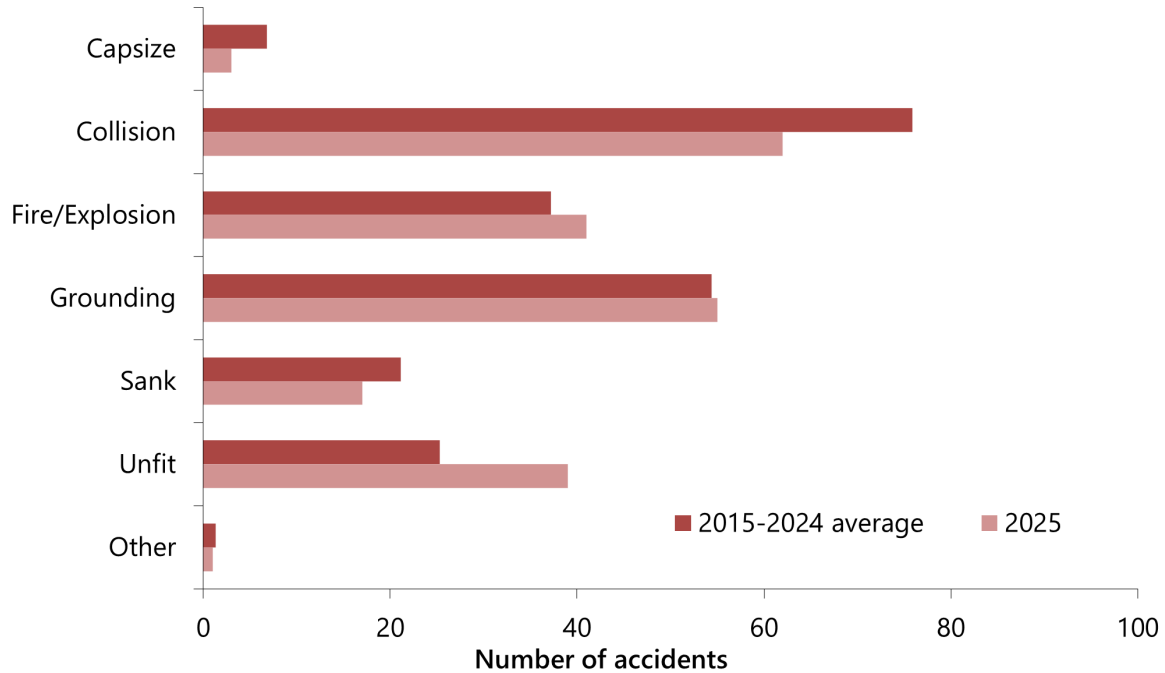


Shipping accidents

Type of accident (Table 1)

As illustrated in Figure 3, the most frequent types of shipping accidents in 2025 were collisions (28% of all accident types reported), grounding (25%) and fire/explosion (19%). The total number of collisions (62) was 18% below the 10-year (2015-2024) average of 76, the number of groundings (55) was only 1% over the 10-year average of 54 and the number of fire/explosion accidents (41) was 10% over the 10-year average of 37.

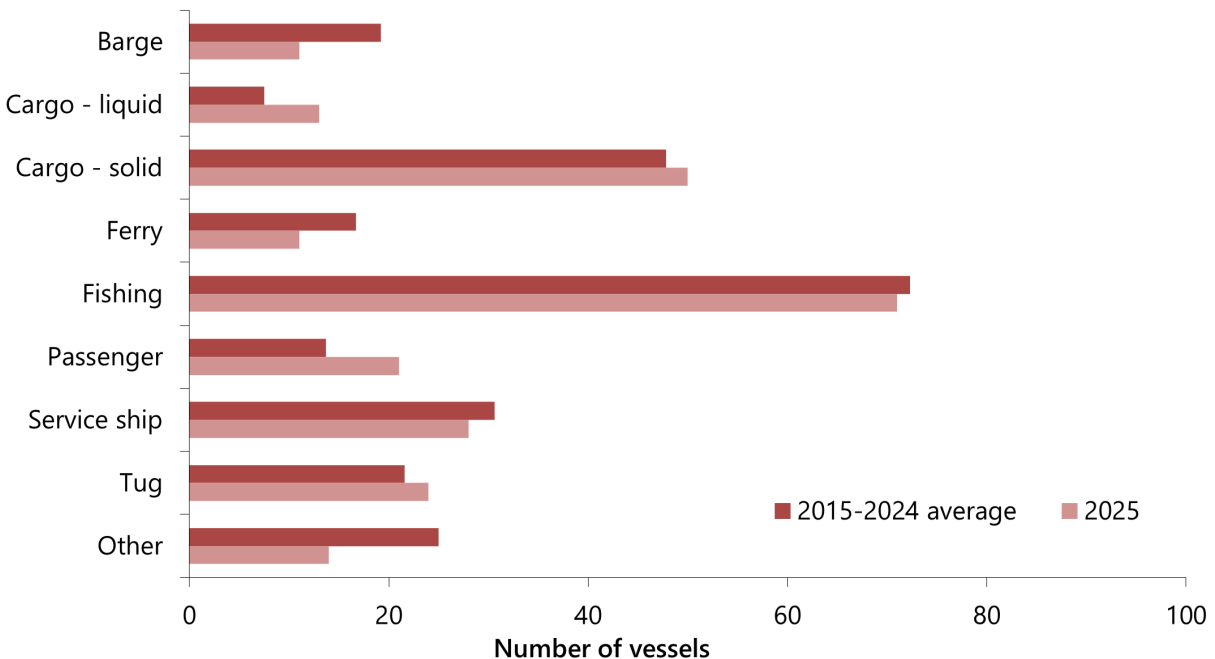
Figure 3. Shipping accidents, by accident type, in 2025 compared with the 2015–2024 average



Type of vessel (Table 1)

The total number of fishing vessels (71) involved in shipping accidents in 2025 was significantly higher compared to 56 in 2024, but close to the 2015 to 2024 average of 72 (Figure 4). Fishing vessels represented 29% of all vessels involved in shipping accidents.

Figure 4. Shipping accidents, by vessel type, in 2025 compared with the 2015-2024 average

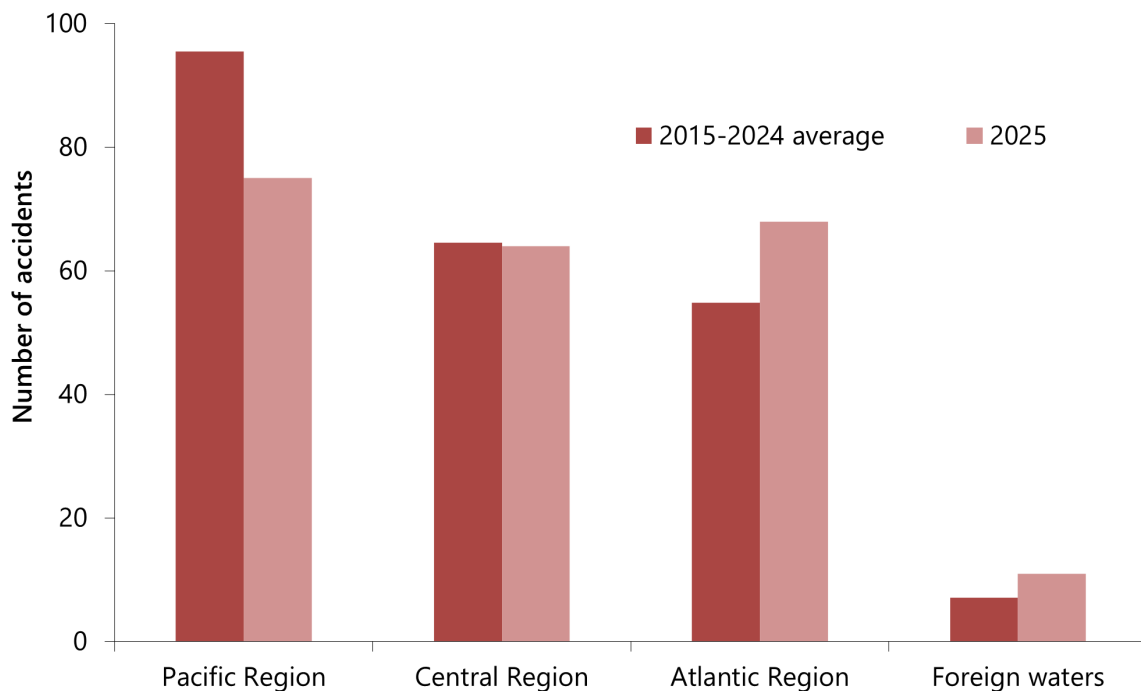


Geographical region (Table 2)

In 2025, 34% of shipping accidents occurred in the Pacific region, 31% in the Atlantic region, and 29% in the Central region. About 5% of shipping accidents were reported in foreign waters.³ In the Pacific region in 2025, the number of shipping accidents (75) dropped 21% below the 2015–2024 average of 96. In the Central region shipping accidents (64) were only 1% below the 2015–2024 average of 65, while In the Atlantic region, the number of shipping accidents (68) was 24% above the 2015–2024 average of 55 (Figure 5).

In 2025, fishing vessels were more often involved in shipping accidents in the Atlantic region (49 fishing vessels, up from the 2015–2024 average of 36), and in the Pacific region (18 fishing vessels, below the 2015–2024 average of 30). As for the Central region, most of the vessels involved in shipping accidents were of cargo/tanker vessel type (34), equivalent to the 2015–2024 average of 34 (Table 2).

Figure 5. Shipping accidents, by geographical region, in 2025 compared with the 2015–2024 average



Vessel flag (tables 1, 3, and 4)

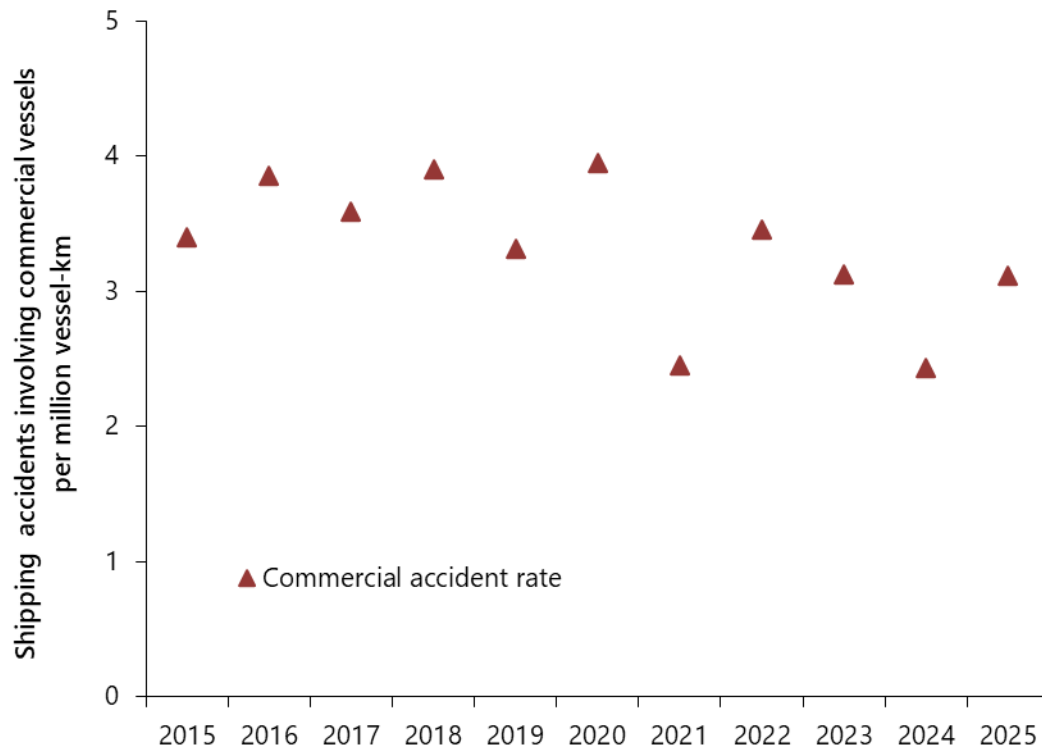
In 2025, 81% of the 243 vessels involved in shipping accidents reported to the TSB were Canadian-flag vessels. Of these 196 Canadian-flag vessels, 48% were commercial non-fishing vessels and 36% were fishing vessels; the remaining 16% were non-commercial vessels, pleasure craft or service vessels.

³ See the Definitions section.

Accident rates

Canadian-flag commercial non-fishing vessels were most often involved in collisions (37%), groundings (27%), or fire/explosions (19%) (Table 3). According to information provided by Transport Canada,⁴ marine activity for Canadian commercial non-fishing vessels over 15 gross tons (GT) was 23 732 thousand commercial vessel-km in 2025, which is 11% above the 2015–2024 average.⁵ This yields a rate of 3.1 shipping accidents per million commercial vessel-km in 2025, lower than the prior 10-year average of 3.3.

Figure 6. Shipping accident rate for Canadian-flag commercial non-fishing vessels, 2015 to 2025



To test whether the change in rate was statistically significant, Kendall's tau-b (τ_b) correlation was calculated to quantify the trend in accident rate. Kendall's τ_b correlation coefficient is a nonparametric measure of the strength and direction of association that exists between two variables. Kendall's τ_b was calculated on the 11-year series of accident rate values by year from 2015 to 2025. For the period represented in this summary, any linear change in the accident rate was not statistically significant ($\tau_b = -0.4182$, $p = 0.073$).

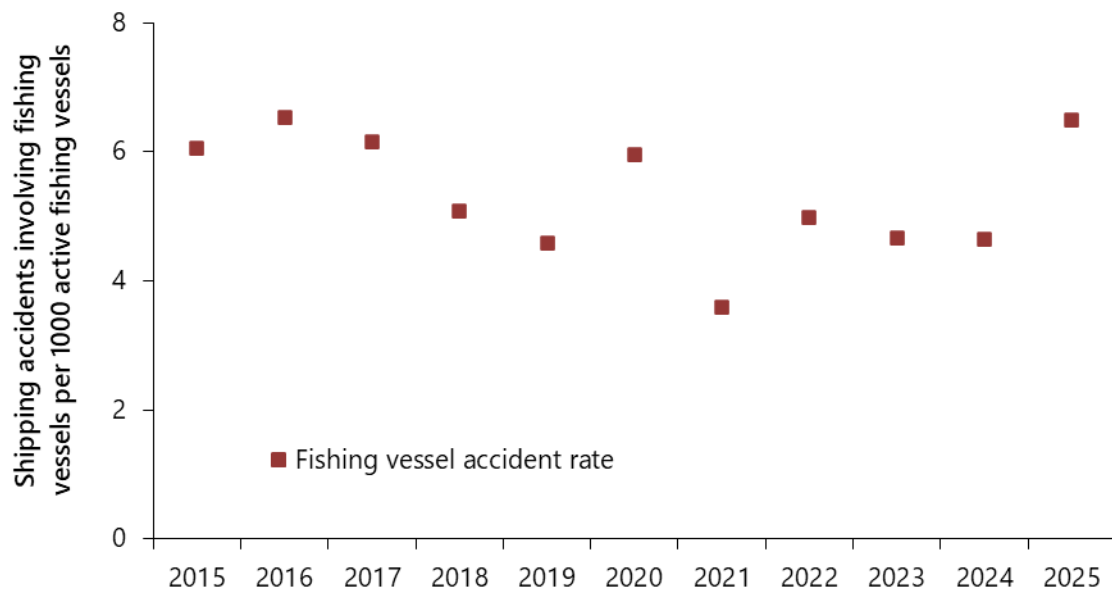
⁴ Source: Transport Canada, Transportation and Economic Analysis – Policy Group, email communication 24 April 2026.

⁵ Transport Canada (TC) has updated its methodology for measuring commercial activity. Beginning from 2013, TC combines terrestrial automatic identification system (AIS) data from the Canadian Coast Guard and satellite AIS data from the Government of Canada Satellite AIS provider to calculate a distance-based metric of Canadian-flag commercial marine activity in Canadian waters. (Source: Transport Canada, "An introduction to automatic identification system (AIS) data & how it's used at TC (OPP)", December 2019).

For Canadian-flag fishing vessels, the most frequently reported shipping accident types in 2025 were grounding (32%), sustains damage rendering vessel unseaworthy/unfit (24%), and sinking (15%) (Table 3). According to information provided by Transport Canada, there were 10 483 active fishing vessels in Canada in 2025.⁶ The shipping accident rate for Canadian-flag fishing vessels (Figure 7) was 6.5 shipping accidents per 1000 active fishing vessels in 2025, above the rate of 4.7 in 2024, and above the 2015–2024 average of 5.2.

Once again, Kendall's τ_b for this series (Canadian-flag fishing vessel accident rate) was not significant ($\tau_b = -0.3091, p = 0.186$).

Figure 7. Shipping accident rate, for Canadian-flag fishing vessels, 2015 to 2025



In 2025, 37 foreign-flag vessels were involved in shipping accidents in Canadian waters, 36 of which were commercial non-fishing vessels (Table 4). According to information provided by Transport Canada,⁷ marine activity for foreign commercial non-fishing vessels over 15 GT was 29 378 thousand commercial vessel-km in 2025, above the 2015–2024 average of 25 758 thousand commercial vessel-km. This yields an accident rate of 1.2 shipping accidents involving commercial foreign-flag vessels over 15 GT per million commercial vessel-km, up from the 2015–2024 average (0.9).

Vessels lost (tables 1 and 5)

In 2025, 13 vessels were reported lost, fewer than in 2024 (18) and below the 2015–2024 average of 16. Ten of the 13 vessels lost in 2025 were fishing vessels. Seven of the 13 vessels lost were less than 15 GT and for 2 vessels the tonnage was not known. In the previous 10 years (2015 to 2024), fishing vessels under 60 GT have accounted for 68% of Canadian vessels lost (tables 1 and 5, some data not shown).

⁶ Source: Transport Canada, Transportation and Economic Analysis – Policy Group, email communication 24 April 2026.

⁷ Source: Transport Canada, Transportation and Economic Analysis – Policy Group, email communication 24 April 2026.

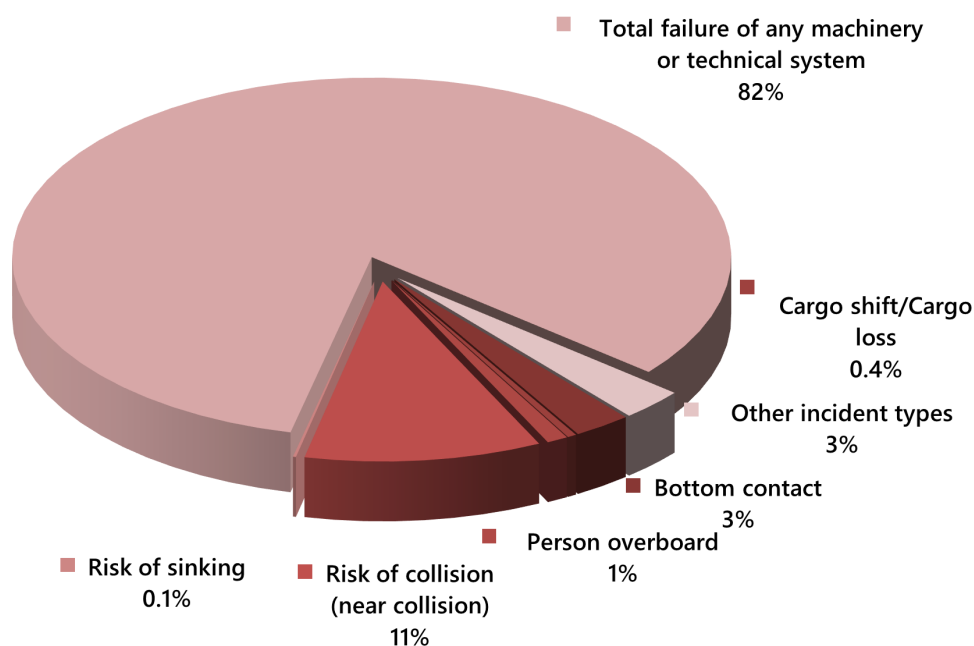
Incidents

Overview of incidents

In 2025, 733 marine incidents were reported to the TSB, slightly down from the total of 737 in 2024 and below the annual 10-year (2015-2024) average of 842.⁸ Incidents in the Atlantic region (346) represented 47% of all marine incidents, followed by 32% (235) in the Central region, and 18% (135) in the Pacific region. The remaining 2% (17) of reported incidents occurred in foreign waters (Table 2).

The majority (82%) of reportable incidents involved the total failure of any machinery or technical system (Figure 8).⁹ The largest proportion of these incidents (54%) occurred in the Atlantic region, while the greatest proportion of incidents involving risk of collision (80%) occurred in the Central region (data not shown). The types of vessel most often involved in total failure of any machinery or technical systems incidents in 2025 were fishing vessels (63%) and solid cargo vessels (18%) (data not shown).

Figure 8. Marine incidents, by type, 2025*



* Due to rounding of percentages in category labels, additions across incident types should be calculated from Table 1 data rather than by adding percentages shown in Figure 8.

⁸ In 2014, the TSB issued new regulations that changed reporting requirements for some types of incidents, leading to an increase in incidents since that time.

⁹ The 2014 changes in reporting requirements applied to those involving a total failure of any machinery or technical system, leading to an increase in incidents of this category since then.

Data tables

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Table 1. Marine transportation occurrences, vessels, losses, and casualties, 2015 to 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Accidents	259	315	305	293	280	269	230	256	245	213	257
Shipping accidents by type	221	270	257	236	218	227	188	212	208	183	218
Capsize	10	7	6	10	9	2	4	9	3	8	3
Collision	57	92	94	83	77	97	58	67	73	61	62
Fire/Explosion	34	44	38	35	34	38	46	33	33	37	41
Grounding	62	66	60	58	54	49	40	58	50	47	55
Sank	17	27	22	27	18	21	23	29	16	11	17
Sustains damage rendering vessel unseaworthy/ unfit for purpose	39	33	36	23	26	19	14	16	31	16	39
Other shipping accident types	2	1	1	0	0	1	3	0	2	3	1
Accidents aboard ship	38	45	48	57	62	42	42	44	37	30	39
Vessels involved in shipping accidents	249	317	295	271	244	263	212	244	241	208	243
Barge	13	24	23	29	19	25	15	20	16	8	11
Cargo - liquid	12	8	13	9	7	6	5	5	5	5	13
Cargo - solid	38	41	42	48	59	64	43	50	61	32	50
Ferry	18	20	12	10	18	16	19	23	15	16	11
Fishing	85	95	96	77	62	80	51	64	57	56	71
Passenger	18	15	17	15	21	12	9	12	9	9	21
Service ship	29	50	41	27	23	20	18	28	32	38	28
Tug	19	26	29	25	10	22	24	19	20	22	24
Other vessel types	17	38	22	31	25	18	28	23	26	22	14
Vessels involved in shipping accidents	249	317	295	271	244	263	212	244	241	208	243
Canadian non-fishing vessels	132	187	161	157	134	143	124	143	135	126	135
Canadian fishing vessels	84	93	90	72	59	77	48	63	55	55	71
Foreign vessels	33	37	44	42	51	43	40	38	51	27	37
Vessels lost	24	19	14	15	9	14	16	16	13	18	13
1600 GT and over	0	0	0	1	0	0	0	1	0	1	0
150 to 1599 GT	2	1	0	0	0	0	2	0	1	1	1
60 to 149 GT	6	5	2	4	1	3	0	1	2	1	2
15 to 59 GT	6	2	4	3	1	3	4	4	1	5	1
Less than 15 GT	9	7	5	6	7	7	6	6	3	7	7
Unknown tonnage	1	4	3	1	0	1	4	4	6	3	2
Persons fatally injured	19	8	11	22	17	18	11	9	18	12	6
Shipping accidents	13	6	4	14	9	14	9	4	10	9	3
Accidents aboard ship	6	2	7	8	8	4	2	5	8	3	3
Persons seriously injured	45	49	49	61	57	41	45	41	39	38	45
Shipping accidents	12	5	7	8	10	2	9	7	7	8	8
Accidents aboard ship	33	44	42	53	47	39	36	34	32	30	37
Occurrences with a dangerous good release	5	6	7	8	2	4	1	12	3	1	0
Reportable incidents	698	760	859	927	936	921	847	957	782	737	733
Bottom contact	32	22	38	33	29	14	20	31	33	20	19
Cargo shift/Cargo loss	5	4	6	7	3	3	4	2	2	3	3
Person overboard	10	8	9	11	14	5	5	13	5	5	7
Risk of collision (near collision)	31	45	52	67	54	66	35	63	63	64	78
Risk of sinking	10	20	14	34	14	31	30	26	24	11	1
Total failure of any machinery or technical system	587	633	700	730	792	753	723	783	627	611	604
Other incident types	23	28	40	45	30	49	30	39	28	23	21

Data extracted 30 March 2026

Table 2. Marine transportation occurrences, vessels, losses and casualties, by region¹, 2015 to 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Pacific region											
Shipping accidents	92	139	119	102	85	87	84	98	82	67	75
Accidents aboard ship	14	20	9	12	14	15	13	8	12	6	12
Vessels involved in shipping accidents	108	165	139	120	99	103	98	112	95	76	87
Barge/Tug	23	39	36	37	20	30	24	21	23	19	22
Cargo/Tanker	6	14	9	8	13	16	11	12	11	6	13
Ferry/Passenger	15	17	13	13	16	10	17	17	12	8	18
Fishing	35	44	38	31	25	25	20	33	23	22	18
Other vessel types	29	51	43	31	25	22	26	29	26	21	16
Vessels lost	12	9	9	3	3	5	6	7	3	4	5
Fatalities	12	0	6	7	8	4	2	3	5	4	1
Reportable incidents	257	288	274	253	229	256	248	270	223	170	135
Central region											
Shipping accidents	67	58	68	64	70	73	60	64	71	51	64
Accidents aboard ship	10	11	16	21	20	17	15	21	12	11	15
Vessels involved in shipping accidents	75	68	76	72	77	84	67	77	85	59	69
Barge/Tug	9	9	12	8	7	10	13	15	10	6	10
Cargo/Tanker	36	25	31	36	39	41	28	37	44	22	34
Ferry/Passenger	13	9	11	10	18	11	10	11	9	10	9
Fishing	6	6	14	8	1	14	3	3	7	2	3
Other vessel types	11	19	8	10	12	8	13	11	15	19	13
Vessels lost	2	2	0	2	0	1	2	1	4	5	2
Fatalities	2	0	3	1	3	1	2	2	3	0	1
Reportable incidents	113	124	194	272	282	282	238	332	240	211	235
Atlantic region											
Shipping accidents	57	65	63	55	55	56	43	46	50	58	68
Accidents aboard ship	14	14	19	22	24	9	12	14	11	13	12
Vessels involved in shipping accidents	60	74	71	63	60	63	46	51	55	65	76
Barge/Tug	0	1	1	5	2	4	2	3	3	3	3
Cargo/Tanker	2	3	11	4	6	4	8	3	7	4	8
Ferry/Passenger	8	9	5	2	5	7	1	7	2	7	4
Fishing	44	45	43	36	36	41	28	28	26	32	49
Other vessel types	6	16	11	16	11	7	7	10	17	19	12
Vessels lost	10	8	5	10	6	8	8	8	5	9	6
Fatalities	5	8	2	13	6	13	7	4	10	8	4
Reportable incidents	316	335	378	390	408	372	352	347	303	345	346
Foreign waters											
Shipping accidents	5	8	7	15	8	11	1	4	5	7	11
Accidents aboard ship	0	0	4	2	4	1	2	1	2	0	0
Vessels involved in shipping accidents	6	10	9	16	8	13	1	4	6	8	11
Barge/Tug	0	1	3	4	0	3	0	0	0	2	0
Cargo/Tanker	6	7	4	9	8	9	1	3	4	5	8
Ferry/Passenger	0	0	0	0	0	0	0	0	1	0	1
Fishing	0	0	1	2	0	0	0	0	1	0	1
Other vessel types	0	2	1	1	0	1	0	1	0	1	1
Vessels lost	0	0	0	0	0	0	0	0	1	0	0
Fatalities	0	0	0	1	0	0	0	0	0	0	0
Reportable incidents	12	13	13	12	17	11	9	8	16	11	17

Data extracted 30 March 2026

¹ See the map of the regions in the Definitions section of the statistical summary.

Table 3. Canadian-flag vessels involved in shipping accidents, by category of vessel and type of accident, and commercial accident rates, 2015 to 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Canadian-flag vessels involved	201	247	228	197	173	205	145	185	165	162	196
Commercial vessels	88	102	99	100	86	104	77	92	76	66	94
Capsize	3	2	1	2	1	1	1	2	0	1	1
Collision	34	50	48	49	46	64	37	47	43	30	35
Fire/Explosion	12	14	9	14	14	8	13	14	9	11	18
Grounding	16	21	21	16	14	15	15	19	12	14	25
Sank	10	5	5	5	3	6	7	4	2	2	4
Sustains damage rendering vessel unseaworthy/unfit for purpose	13	10	15	14	8	10	4	6	9	8	11
Other shipping accident types	0	0	0	0	0	0	0	0	1	0	0
Commercial vessel-km (thousands) ¹	19 974	19 461	21 192	21 546	22 042	20 258	22 388	21 977	22 110	22 644	23 732
Commercial accidents per million vessel-km ²	3.5	3.9	3.6	3.9	3.3	3.9	2.5	3.5	3.1	2.4	3.1
Fishing vessels	82	91	86	70	59	77	45	61	55	55	71
Capsize	5	3	2	4	2	1	2	2	1	6	1
Collision	4	12	19	12	7	17	4	3	6	8	9
Fire/Explosion	14	16	16	6	10	20	16	10	13	9	9
Grounding	35	32	29	33	27	26	13	25	21	24	23
Sank	10	17	8	9	7	10	5	17	6	5	11
Sustains damage rendering vessel unseaworthy/unfit for purpose	12	10	11	6	6	2	3	4	8	1	17
Other shipping accident types	2	1	1	0	0	1	2	0	0	2	1
Active fishing vessels ^{3,4}	13 227	13 341	13 174	13 182	12 861	12 440	12 266	11 838	11 791	11 603	10 483
Fishing vessel accident rate ⁵	6.0	6.5	6.1	5.1	4.6	5.9	3.6	5.0	4.7	4.7	6.5
Other vessels	31	54	43	27	28	24	23	32	34	41	31
Capsize	1	1	1	1	1	0	1	1	0	1	0
Collision	15	25	26	14	13	8	4	16	13	19	10
Fire/Explosion	3	14	5	10	3	9	9	6	8	11	9
Grounding	8	7	2	1	3	4	3	6	9	5	5
Sank	0	3	6	1	5	2	3	3	2	3	2
Sustains damage rendering vessel unseaworthy/unfit for purpose	4	4	3	0	3	1	3	0	2	1	5
Other shipping accident types	0	0	0	0	0	0	0	0	0	1	0

Data extracted 30 March 2026

¹ Transport Canada (TC) has updated its methodology for measuring commercial marine activity. Beginning from 2013, TC combines terrestrial automatic identification system (AIS) data from the Canadian Coast Guard and satellite AIS data from the Government of Canada Satellite AIS provider to calculate a distance-based metric of commercial activity in Canadian waters. However, not all vessels are equipped with AIS transponders. The TSB estimates total vessel-km based on data received from TC. (Sources: TC email communications 15 April 2021, 20 March 2026).

² This commercial accident rate is the number of shipping accidents involving Canadian-flag commercial vessels of 15 gross tonnage or more (excluding fishing vessels) per million vessel-km. Passenger vessels and ferries are now included in the commercial accident rate (all years).

³ Commercial fishing vessels landing at least one catch in that calendar year (Source: Department of Fisheries and Oceans [DFO] email communication 30 March 2026).

⁴ The TSB estimated active Pacific-registered fishing vessels in 2024 and 2025 by extrapolating from the 2015–2023 active Pacific fishing vessel DFO data using regression. (Historically, Pacific fishing vessels have comprised approximately 10% of the Canadian fishing fleet.)

⁵ The fishing vessel accident rate is the number of shipping accidents involving Canadian-flag commercial fishing vessels per 1000 active fishing vessels.

Table 4. Foreign-flag vessels involved in shipping accidents, by category of vessel and type of accident, and commercial accident rates, 2015 to 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Foreign-flag vessels involved	33	37	44	42	51	43	40	38	51	27	37
Commercial vessels	30	32	37	32	46	40	37	37	48	26	36
Capsize	0	0	0	0	0	0	0	0	0	0	0
Collision	11	17	21	24	26	30	21	21	27	14	24
Fire/Explosion	5	0	4	3	6	0	6	2	3	5	4
Grounding	4	8	6	2	6	4	7	7	6	3	3
Sank	0	1	0	0	0	0	0	1	0	0	0
Sustains damage render unseaworthy/unfit for purpose	10	6	6	3	8	6	3	6	12	4	5
Other shipping accident types	0	0	0	0	0	0	0	0	0	0	0
Commercial vessel-km (thousands) ¹	23 463	22 435	25 789	27 003	26 578	24 216	26 173	26 686	26 400	28 837	29 378
Commercial accidents per million vessel-kms ²	1.2	1.3	1.4	1.2	1.6	1.5	1.4	1.3	1.8	0.9	1.2
Fishing vessels	1	2	6	5	3	3	3	1	2	1	0
Capsize	0	0	0	0	0	0	0	0	0	0	0
Collision	0	1	2	1	0	2	0	1	1	1	0
Fire/Explosion	0	0	1	1	1	0	1	0	0	0	0
Grounding	1	1	2	2	1	1	0	0	0	0	0
Sank	0	0	0	1	0	0	2	0	0	0	0
Sustains damage render unseaworthy/unfit for purpose	0	0	1	0	1	0	0	0	0	0	0
Other shipping accident types	0	0	0	0	0	0	0	0	1	0	0
Other vessels	2	3	1	5	2	0	0	0	1	0	1
Capsize	1	0	0	1	0	0	0	0	0	0	0
Collision	1	2	0	2	2	0	0	0	1	0	0
Fire/Explosion	0	0	1	1	0	0	0	0	0	0	0
Grounding	0	1	0	0	0	0	0	0	0	0	0
Sank	0	0	0	0	0	0	0	0	0	0	0
Sustains damage render unseaworthy/unfit for purpose	0	0	0	1	0	0	0	0	0	0	1
Other shipping accident types	0	0	0	0	0	0	0	0	0	0	0

Data extracted 30 March 2026

¹Transport Canada (TC) has updated its methodology for measuring commercial marine activity. Beginning from 2013, TC combines terrestrial automatic identification system (AIS) data from the Canadian Coast Guard and satellite AIS data from the Government of Canada Satellite AIS provider to calculate a distance-based metric of commercial activity in Canadian waters. (Sources: TC email communications 15 April 2021, 20 March 2026).

²This commercial accident rate is the number of shipping accidents involving foreign-flag commercial vessels of 15 gross tons or more (excluding fishing vessels) per million vessel-km.

Table 5. Vessels lost by category and age of vessel, 2015 to 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Vessels lost	24	19	14	15	9	14	16	16	13	18	13
0-4 years	1	0	0	0	1	0	1	0	0	0	0
5-9 years	0	0	0	1	0	0	0	0	0	0	0
10-14 years	3	0	0	2	0	0	1	0	1	2	0
15-19 years	1	3	2	2	1	2	1	2	0	0	0
20-24 years	1	0	0	1	1	0	2	1	1	7	2
25-29 years	5	1	0	3	0	0	1	1	0	1	0
30+ years	10	7	7	3	1	6	5	5	3	2	5
Unknown	3	8	5	3	5	6	5	7	8	6	6
Commercial vessels	8	4	2	3	0	1	3	3	2	2	1
0-4 years	0	0	0	0	0	0	1	0	0	0	0
5-9 years	0	0	0	1	0	0	0	0	0	0	0
10-14 years	0	0	0	0	0	0	0	0	0	0	0
15-19 years	0	1	0	0	0	0	0	1	0	0	0
20-24 years	1	0	0	0	0	0	0	0	0	0	0
25-29 years	2	0	0	0	0	0	0	0	0	1	0
30+ years	4	2	1	1	0	0	2	1	1	1	0
Unknown	1	1	1	1	0	1	0	1	1	0	1
Fishing vessels	16	14	9	12	6	12	11	11	5	11	10
0-4 years	1	0	0	0	0	0	0	0	0	0	0
5-9 years	0	0	0	0	0	0	0	0	0	0	0
10-14 years	3	0	0	2	0	0	0	0	1	2	0
15-19 years	1	2	2	2	1	2	1	1	0	0	0
20-24 years	0	0	0	1	1	0	2	1	1	7	2
25-29 years	3	1	0	3	0	0	1	1	0	0	0
30+ years	6	5	6	2	0	6	3	4	2	1	5
Unknown	2	6	1	2	4	4	4	4	1	1	3
Other vessels	0	1	3	0	3	1	2	2	6	5	2
0-4 years	0	0	0	0	1	0	0	0	0	0	0
5-9 years	0	0	0	0	0	0	0	0	0	0	0
10-14 years	0	0	0	0	0	0	1	0	0	0	0
15-19 years	0	0	0	0	0	0	0	0	0	0	0
20-24 years	0	0	0	0	0	0	0	0	0	0	0
25-29 years	0	0	0	0	0	0	0	0	0	0	0
30+ years	0	0	0	0	1	0	0	0	0	0	0
Unknown	0	1	3	0	1	1	1	2	6	5	2

Data extracted 30 March 2026

Table 6. Accidents and persons fatally¹ or seriously injured, by type of accident, 2015 to 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Shipping accidents with fatalities¹ or serious injuries	7	5	8	12	9	7	9	7	9	10	6
Capsize	2	1	1	5	3	0	3	0	2	2	1
Collision	2	2	4	1	2	2	1	2	4	3	2
Fire/Explosion	1	1	1	1	1	0	2	0	0	0	0
Grounding	1	0	0	3	1	1	0	2	0	2	2
Sank	1	1	2	2	2	3	2	3	2	1	1
Sustains damage rendering unseaworthy/ unfit for purpose	0	0	0	0	0	0	0	0	0	0	0
Other shipping accident types	0	0	0	0	0	1	1	0	1	2	0
Persons fatally injured in shipping accidents	13	6	4	14	9	14	9	4	10	9	3
Capsize	9	2	1	7	7	0	4	0	2	3	1
Collision	1	0	0	2	1	0	0	0	1	0	0
Fire/Explosion	0	0	0	0	0	0	0	0	0	0	0
Grounding	0	0	0	1	0	1	0	0	0	0	0
Sank	3	4	3	4	1	9	3	4	6	1	2
Sustains damage rendering unseaworthy/ unfit for purpose	0	0	0	0	0	0	0	0	0	0	0
Other shipping accident types	0	0	0	0	0	4	2	0	1	5	0
Persons seriously injured in shipping accidents	12	5	7	8	10	2	9	7	7	8	8
Capsize	0	0	0	1	0	0	2	0	0	0	0
Collision	9	4	6	0	4	2	1	2	4	6	4
Fire/Explosion	1	1	1	5	1	0	5	0	0	0	0
Grounding	2	0	0	2	4	0	0	5	0	2	2
Sank	0	0	0	0	1	0	1	0	3	0	2
Sustains damage rendering unseaworthy/ unfit for purpose	0	0	0	0	0	0	0	0	0	0	0
Other shipping accident types	0	0	0	0	0	0	0	0	0	0	0
Accidents aboard ship	38	45	48	57	62	42	42	44	37	30	39
Persons fatally injured in accidents aboard ship	6	2	7	8	8	4	2	5	8	3	3
Boarding, being on board, falling overboard from the ship	6	1	5	7	7	4	2	4	7	0	3
In contact with any part of the ship or its contents	0	1	2	1	1	0	0	1	1	3	0
Persons seriously injured in accidents aboard ship	33	44	42	53	47	39	36	34	32	30	37
Boarding, being on board, falling overboard from the ship	7	6	7	7	2	7	4	5	6	5	8
In contact with any part of the ship or its contents	26	38	35	46	45	32	32	29	26	25	29

Data extracted 30 March 2026

¹ Fatalities include missing persons.

Table 7. Vessels involved in accidents with fatalities or serious injuries and persons fatally¹ or seriously injured, by type of vessel, 2015 to 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Vessels in shipping accidents with fatalities¹ or serious injuries	7	5	8	12	9	7	9	7	9	11	6
Barge/Tug	0	0	0	1	0	0	1	0	1	0	0
Cargo/Tanker	0	0	1	1	0	0	1	0	0	0	0
Ferry/Passenger	2	2	2	1	0	2	0	2	1	4	3
Fishing	3	2	3	8	3	5	5	3	3	4	2
Other	2	1	2	1	6	0	2	2	4	3	1
Persons fatally injured in shipping accidents	13	6	4	14	9	14	9	4	10	9	3
Barge/Tug	0	0	0	0	0	0	2	0	0	0	0
Cargo/Tanker	0	0	0	0	0	0	0	0	0	0	0
Ferry/Passenger	6	0	2	1	0	0	0	0	0	0	0
Fishing	6	6	1	13	4	14	6	3	5	7	2
Other	1	0	1	0	5	0	1	1	5	2	1
Persons seriously injured in shipping accidents	12	5	7	8	10	2	9	7	7	8	8
Barge/Tug	0	0	0	1	0	0	1	0	1	0	0
Cargo/Tanker	0	0	1	5	0	0	4	0	0	0	0
Ferry/Passenger	2	4	2	0	0	2	0	5	1	5	5
Fishing	1	0	3	1	2	0	1	1	3	0	3
Other	9	1	1	1	8	0	3	1	2	3	0
Vessels in accidents aboard ship with fatalities¹ or serious injuries	38	45	48	58	62	42	42	44	37	30	39
Barge/Tug	0	4	2	3	5	3	2	2	3	1	2
Cargo/Tanker	5	12	19	22	24	15	12	14	10	8	19
Ferry/Passenger	9	6	5	8	8	3	4	8	8	7	3
Fishing	23	19	16	21	23	14	23	15	11	14	10
Other	1	4	6	4	2	7	1	5	5	0	5
Persons fatally injured in accidents aboard ship	6	2	7	8	7	4	2	5	8	3	3
Barge/Tug	0	0	0	0	0	0	0	0	0	0	0
Cargo/Tanker	0	0	2	2	2	0	0	0	0	0	0
Ferry/Passenger	1	0	2	0	1	2	0	2	0	0	1
Fishing	5	1	2	4	4	2	2	2	3	3	1
Other	0	1	1	2	0	0	0	1	5	0	1
Persons seriously injured in accidents aboard ship	33	44	42	53	47	39	36	34	31	30	37
Barge/Tug	0	4	3	2	4	2	2	2	2	1	2
Cargo/Tanker	5	12	16	21	16	16	11	12	9	9	20
Ferry/Passenger	8	6	4	10	7	1	4	4	7	7	2
Fishing	19	19	14	17	19	12	19	12	9	13	9
Other	1	3	5	3	1	8	0	4	4	0	4

Data extracted 30 March 2026

¹ Fatalities include missing persons.

Definitions

The following definitions apply to marine transportation occurrences that are required to be reported pursuant to the *Canadian Transportation Accident Investigation and Safety Board Act* and the *Transportation Safety Board Regulations*.

Marine occurrence

- any accident or incident associated with the operation of a ship
- any situation or condition that the Board has reasonable grounds to believe could, if left unattended, induce an accident or incident described above.

Marine accident

An accident resulting directly from the operation of a ship other than a pleasure craft, where

Accident aboard ship

- a person is killed or sustains a serious injury as a result of
 - boarding, being on board or falling overboard from the ship, or
 - coming into direct contact with any part of the ship or its contents;

Shipping accident

- the ship
 - sinks, founders or capsizes,
 - is involved in a collision (includes striking and contacts),
 - sustains a fire or an explosion,
 - goes aground, or
 - sustains damage that affects its seaworthiness or renders it unfit for its purpose,
 - is missing or abandoned;

Marine incident

- a person falls overboard from the ship, or
- the ship
 - makes unforeseen contact with the bottom without going aground,
 - fouls a utility cable or pipe, or an underwater pipeline,
 - is involved in a risk of a collision,
 - sustains a total failure of
 - the navigation equipment if the failure poses a threat to the safety of any person, property or the environment,
 - the main or auxiliary machinery, or

- the propulsion, steering, or deck machinery if the failure poses a threat to the safety of any person, property or the environment;
- all or part of the ship's cargo shifts or falls overboard, or
 - is anchored, grounded or beached to avoid an occurrence,
- a crew member whose duties are directly related to the safe operation of the ship is unable to perform their duties as a result of a physical incapacitation which poses a threat to the safety of persons, property or the environment;
- there is an accidental release on board or from the ship consisting of a quantity of dangerous goods or an emission of radiation that is greater than the quantity or emission levels specified in Part 8 of the *Transportation of Dangerous Goods Regulations*.

Serious injury

- (a) a fracture of any bone, except simple fractures of fingers, toes or the nose;
- (b) lacerations that cause severe hemorrhage or nerve, muscle or tendon damage;
- (c) an injury to an internal organ;
- (d) second or third degree burns, or any burns affecting more than 5% of the body surface;
- (e) a verified exposure to infectious substances or injurious radiation; or
- (f) an injury that is likely to require hospitalization.

Vessels covered

This report covers commercial vessels that include all vessels either registered or licensed to operate commercially. Pleasure craft occurrences are not normally included unless they also involved a commercial vessel.

Vessel categories

- Commercial Vessels: include cargo vessels, ferries, passenger vessels, tugs and barges
- Fishing Vessels: include vessels involved in commercial fishing
- Other Vessels: include research vessels, oil exploration, exploitation and support vessels, government vessels and pleasure craft

Miscellaneous

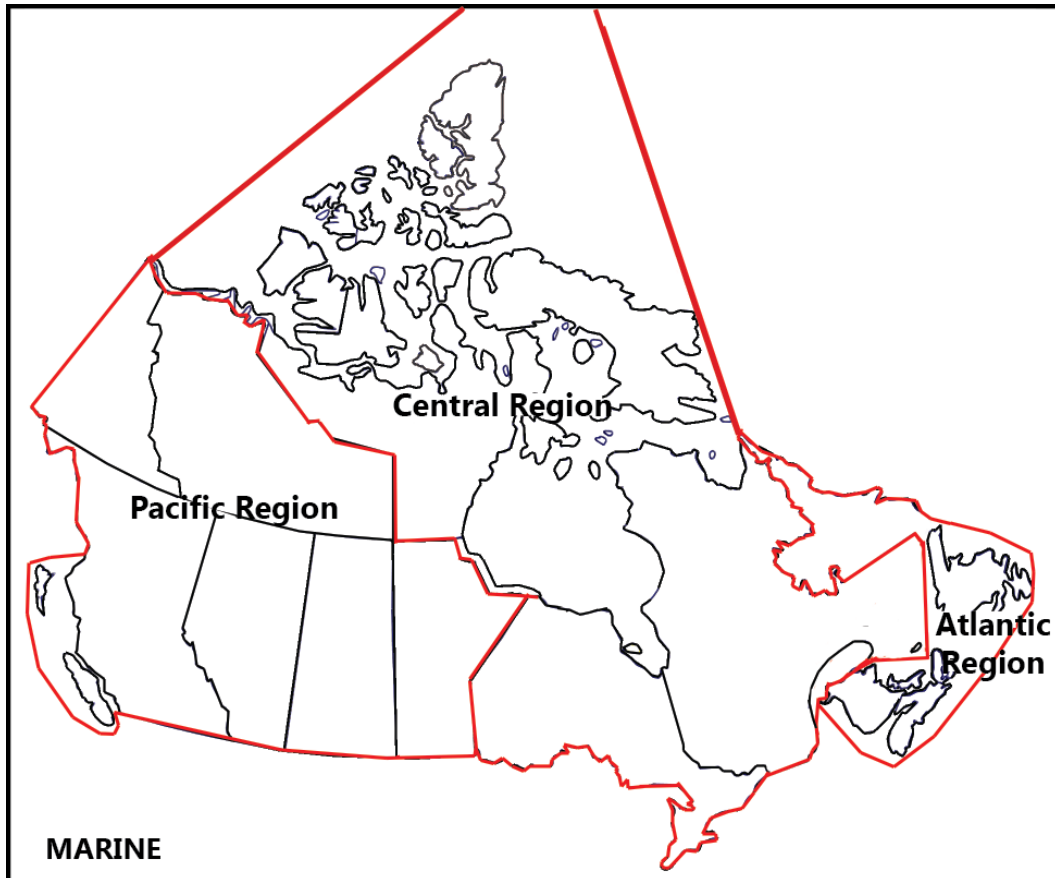
Gross tons (GT)

A measure of vessel capacity in cubic feet of the spaces within the hull, and of enclosed spaces above deck available for cargo, stores, fuel, passengers and crew, with certain exclusions. One hundred cubic feet is equivalent to one gross ton.

Movement

A vessel's travel segment between ports or a length of 1 km or more within a port harbor, with at least one port being a domestic port.

TSB regional offices' areas of responsibility



Pacific Region's area of responsibility consists of the provinces of British Columbia, Alberta, Saskatchewan, and Manitoba, the Yukon and the Northwest Territories south of the 70th parallel, as well as the waters adjacent to these provinces and territories.

Central Region's area of responsibility consists of the provinces of Ontario and Quebec (including the Magdalen Islands), the territory of Nunavut, and the Northwest Territories north of the 70th parallel, as well as James Bay, Hudson Bay, the St. Lawrence Seaway, and the Great Lakes waterways up to the Canada–U.S. border.

Atlantic Region's area of responsibility consists of the provinces of New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland and Labrador, as well as the waters adjacent to these provinces.