



ANNUAL OVERVIEW OF MARINE CASUALTIES AND INCIDENTS 2014

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**ANNUAL OVERVIEW
OF MARINE CASUALTIES AND
INCIDENTS 2014**

OVERVIEW OF KEY FIGURES

Key figures for 2013 as reported in the European database on marine accidents

2550
ACCIDENTS

54
SHIPS LOST

81
VERY SERIOUS
ACCIDENTS



74
FATALITIES

754
PERSONS
INJURED

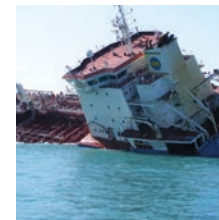
2872
SHIPS
INVOLVED



165
INVESTIGATIONS
LAUNCHED

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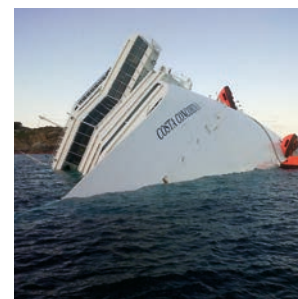
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NOTICE

Article 1 of Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council states:

“The purpose of the Directive 2009/18/EC of 23 April 2009 is to improve maritime safety and the prevention of pollution by ships, and so reduce the risk of future marine casualties, by:

(a) facilitating the expeditious holding of safety investigations and proper analysis of marine casualties and incidents in order to determine their causes; and

(b) ensuring the timely and accurate reporting of safety investigations and proposals for remedial action.

Investigations under this Directive shall not be concerned with determining liability or apportioning blame.”

The information contained in this document is to be used only for the improvement of maritime safety and the prevention of pollution by ships. It shall not be used for determining liability or apportioning blame.

DISCLAIMER

The marine casualty and incident data presented is strictly for information purposes only. The statistics presented are from the data stored in the European Marine Casualty Information Platform (EMCIP) by the accident investigation bodies of the EU Member States. It reflects the information at the time the data was extracted (25/03/2014). While every care has been taken in preparing the content of the report to avoid errors, the Agency makes no warranty as to the accuracy, completeness or currency of the statistics in the report. The Agency shall not be liable for any kind of damages or other claims or demands incurred as a result of incorrect, insufficient or invalid data, or arising out of or in connection with the use, copying or display of the content, to the extent permitted by European and national laws. The information contained in the report should not be construed as legal advice.

ACKNOWLEDGEMENTS

The Agency wishes to acknowledge the contribution made by the EU Member States and the European Commission and to thank them for their support in the conduct of this work and in the preparation of this report.

EXECUTIVE SUMMARY

Following the entry into force of Directive 2009/18/EC¹ establishing the fundamental principles governing the investigation of accidents in the maritime transport sector, EU Member States shall, among other obligations:

- establish independent accident investigation bodies. Landlocked countries without a maritime fleet are not obliged to comply with this provision, other than to designate a focal point. This is the case currently for the Czech Republic and Slovakia
- require to be notified of marine accidents and incidents. This obligation covers casualties and incidents that:
 - involve ships flying the flag of one of the Member States
 - occur within Member States' territorial seas and internal waters
 - involve other substantial interests of the Member States.
- investigate accidents depending upon their severity. Casualties which are classified as very serious shall be investigated; serious casualties shall be assessed in order to decide if the accident needs to be investigated, while it is left to the accident investigation body to decide whether to investigate a less serious accident or a marine incident
- publish investigation reports
- notify the European Commission of marine casualties and incidents via EMCIP.

EMCIP is the European Marine Casualty Information Platform; a centralised database for EU Member States to store and analyse information on marine casualties and incidents.

This EMSA-run platform relies on the competent national authorities to provide data. It is this data which forms the basis of the Annual Overview of Marine Casualties and Incidents.

In this publication, the terms “Europe” and “EU Member States” are considered to be the 28 Member States plus the EFTA Member States, Iceland and Norway. The contribution of Croatia is limited as it joined the EU on 1 July 2013.

A total of 5,816 occurrences have been reported to EMCIP over its first three years in operation, 2011-2013, and have been used to produce this publication.

EU Member States are increasingly using EMCIP to report casualties and incidents. Comparison of the notifications in EMCIP against commercial sources that record accidents, suggested that approximately 3 500 occurrences (ranging from marine incidents at the lower end of the scale through to very serious accidents) could be expected to be notified annually.

It should be noted that the implementation of the reporting of marine casualties and incidents into EMCIP has been a gradual process. While the data can be used to shed light on certain aspects of maritime safety, it should not be used as an indication of the full picture.

Over the three years under consideration, 228 persons lost their lives and 1 952 were injured.

¹ Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council.

Around $\frac{2}{3}$ of the occurrences directly involved damage to a ship while $\frac{1}{3}$ were accidents to persons on board.

While the majority of ships that sank were fishing vessels, cargo ships represented 45% of all ships involved in an occurrence.

Although EMCIP contains a substantial body of data, the population of the database has been gradual and progressive and it is too soon for this publication to provide a full picture or indicate trends over recent years. However, if used with caution, the data provides a picture of some aspects of maritime safety within the scope of the Directive.

In total, the accident investigation bodies of the EU Member States opened investigations into 424 accidents and incidents that occurred from 2011 to 2013. Some 180 investigation reports were published.

By the end of 2013, most EU Member States had fully established an operational independent accident investigation body to investigate marine casualties and improve maritime safety in the future, as foreseen in the EU legislation.



Fire, MSC FLAMINIA, 14 July 2012, very serious casualty, 3 fatalities, 2 serious injured crew members, structural damage, cargo damage, pollution.

CHAPTER 1

INTRODUCTION



Grounding, GELSO M, 10 March 2012

Background

The purpose of the European Maritime Safety Agency is to ensure a high, uniform and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to pollution caused by oil and gas installations.

EMSA's activities cover the following main areas:

- providing technical and scientific assistance to the Member States and the European Commission in the proper development and implementation of EU legislation on maritime safety, security, prevention of pollution by ships as well as to simplify maritime transport administrative duties
- improving cooperation with and between Member States in all key areas
- offering operational assistance, including developing, managing and maintaining maritime services for ship monitoring
- carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and by oil and gas installations.

As a body of the European Union, the Agency sits at the heart of the EU maritime safety and pollution response network and collaborates with many industry stakeholders and public bodies, in close cooperation with the Commission and the Member States.

Scope

EMSA has the obligation to provide an annual overview of marine casualties and incidents under Regulation (EU) No 100/2013 which amended the Agency's founding Regulation (EC) No 1406/2002.

Readers may be familiar with EMSA's Maritime Accident Review which was published in 2007, 2008, 2009 and 2010 based on data extracted from commercial sources. This Annual Overview of Marine Casualties and Incidents is intended to replace that publication.

This publication presents casualty statistics on ships flying a flag of an EU Member State, accidents in European territorial seas and internal waters or wherever there are European interests involved, as reported by EU Member States in EMCIP.

Considering the date of the implementation of the Accident Investigation Directive in June 2011, the Agency decided to cover the 2011–2013 period of EU Member States reporting in one publication. It is intended in future publications to provide multi-annual data to enhance analysis and, for example, highlight trends in the area of maritime accidents.

Despite using only EU Member States as information sources, the data can be subject to small changes over time as more information is added or older cases are retroactively added to the EMCIP database. For this reason, the figures extracted from the database in April 2014 and presented in this publication are likely to be slightly different to those presented throughout the year in various fora or in the next edition to be published in 2015.

The figures presented in this publication have the aim of providing a general overview of the safety of maritime transport in the scope of European interests. However, the picture is limited by the quantity and nature of information presently contained in EMCIP and this publication is therefore not intended as a comprehensive technical analysis.

Scope (cont.)

Moreover, at the present moment, it cannot be used as an indication of trends. This is due to the fact that implementation of the accident investigation Directive has only been required since 17 June 2011 as well as due to progressive implementation by some Member States. Should further information about specific cases be required, readers are invited to contact the national competent Accident Investigation bodies (whose contact details can be found in Appendix 3 of the publication).

Content of the review

This publication has been organised in such a way as to cover the main aspects of maritime safety as given in the Directive and as included in the Agency's remit. Consequently, the publication is divided into the following chapters: general picture, ship categories, accident types, consequences, regional distribution and investigation outcomes.

Coming at an early stage of EMCIP's development, this yearly overview includes notification data that are common to all occurrences, but does not include information collected and analysed during casualty investigations, e.g. causal factors. Later editions of this publication will include investigation data as the quantity available within EMCIP grows.

More information about the Agency's activities related to marine accidents can be found at:

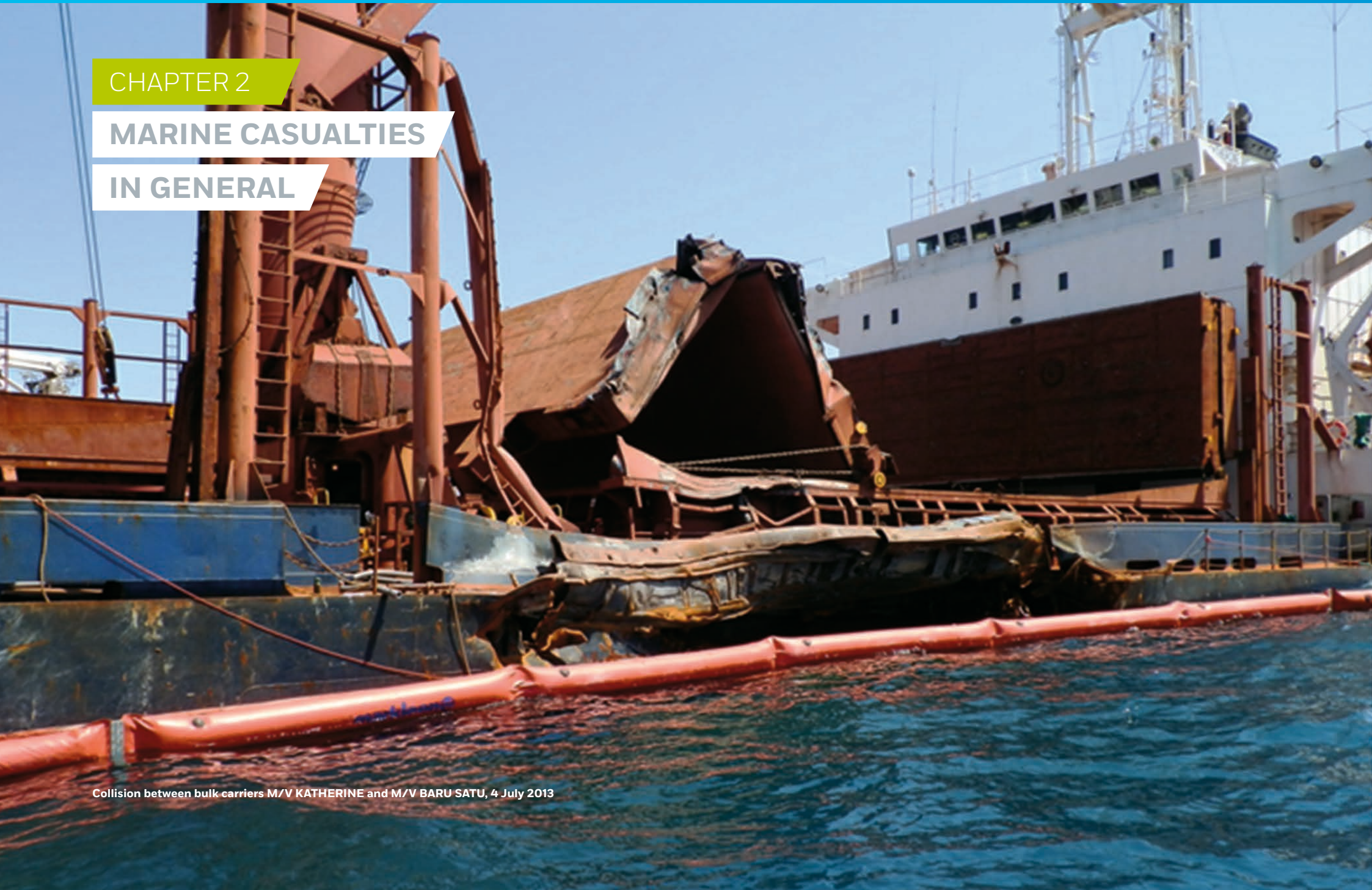
emsa.europa.eu and emcipportal.jrc.ec.europa.eu

A list of acronyms and definitions as well as extra information on the accident categories used can be found in Appendix 1. Appendix 2 provides a list of investigation reports published by EU Member States and the list of accident investigation bodies in Europe can be found in Appendix 3.

CHAPTER 2

MARINE CASUALTIES

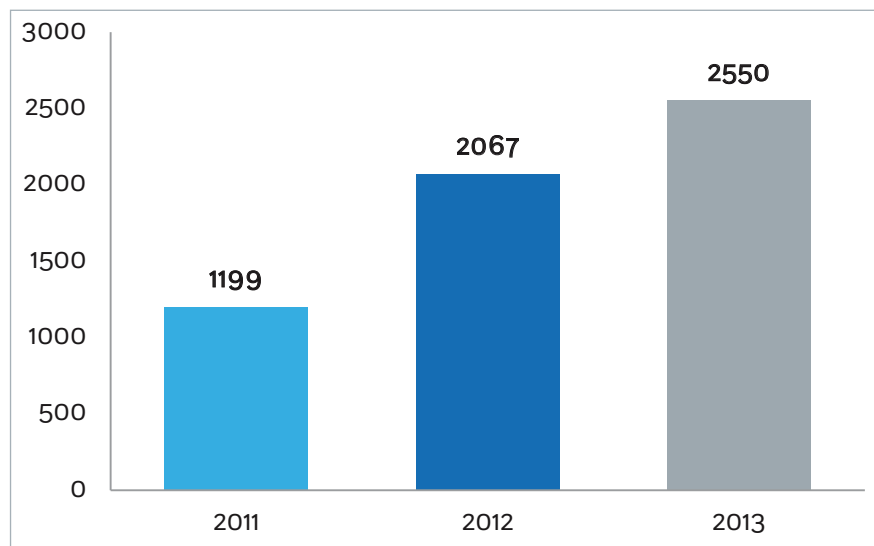
IN GENERAL



Collision between bulk carriers M/V KATHERINE and M/V BARU SATU, 4 July 2013

This chapter provides general information about the number of accidents, their severity and nature, as well as EU Member States' involvement as flag State, coastal State or interested State.

Figure 1: Number of reported marine casualties and incidents



A **MARINE CASUALTY** can be understood as any event directly connected with the operations of a ship that has resulted in any of the following scenarios:

- the death of, loss of or serious injury to, a person
- the loss, or abandonment of a ship
- material damage to a ship or to marine infrastructure
- the stranding or disabling of a ship, or the involvement of a ship in a collision
- severe or potential for severe damage to the environment, brought about by the damage of a ship.

A **MARINE INCIDENT** can be understood as any event, or sequence of events, other than a marine casualty, which has occurred directly in connection with the operations of a ship that endangered, or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment.

For the purposes of this overview, the term **OCCURRENCES** is used to include both marine casualties and marine incidents.

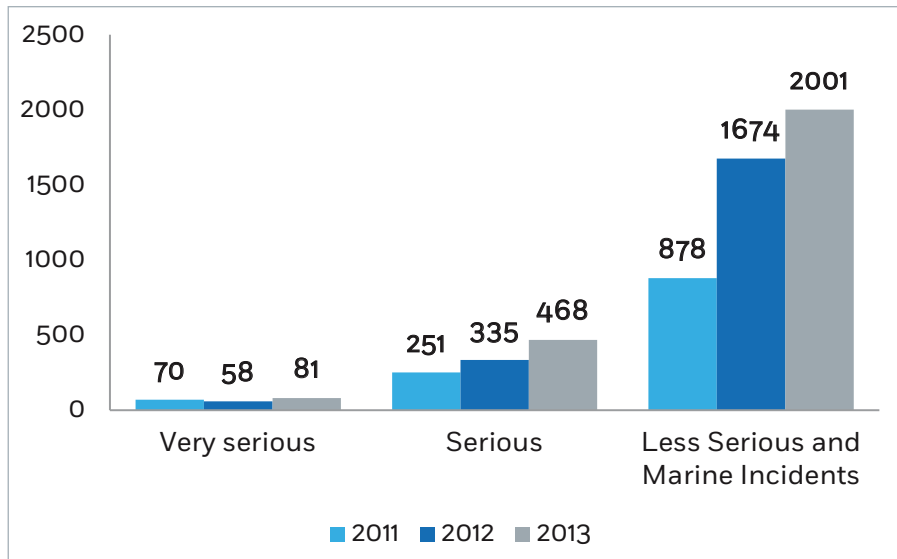
It should be noted that neither a marine casualty nor incident include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

The total number of reported occurrences was 5 816.

The evolution of the total number of occurrences reported clearly demonstrates an improvement in the reporting by the EU Member States. Under-reporting of occurrences exists, mainly due to the progressive take-up of reporting in EMCIP and the difficulties met by some EU Member States in the implementation of the Directive. Such under-reporting is estimated to be around 30% in 2013 but is inversely related to the severity classification: there is little under-reporting of Very Serious casualties but there seems to be a higher level of under-reporting for Marine Incidents. It should be noted that EU Member States continue to improve their reporting.

The number of occurrences per year is estimated to be around 3 500.

Figure 2: Number of occurrences according to severity



VERY SERIOUS CASUALTIES are marine casualties involving the total loss of the ship or a death or severe damage to the environment.

SERIOUS CASUALTIES are marine casualties to ships which do not qualify as very serious casualties and which involve for example a fire, collision, grounding, heavy weather damage, suspected hull defect, etc., which result in the ship being unfit to proceed or pollution.

LESS SERIOUS CASUALTIES are marine casualties that don't qualify as very serious or serious casualties.

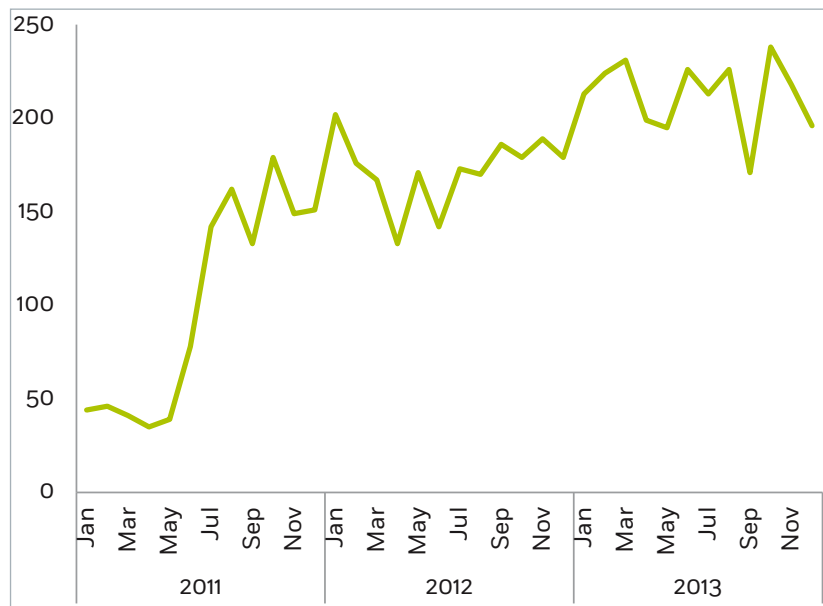
In the figure above, marine incidents have been combined with less serious casualties.

Only 3.6% of all accidents reported were classified as very serious, while 18.1% were serious and 78.3% were less serious and marine incidents.



Grounding, DART, 1 August 2013, serious casualty, no injuries, ship damaged, no pollution.

Figure 3: Number of occurrences per month



The figure shows the number of occurrences per month during the 2011-2013 period, based on the date the accidents occurred.

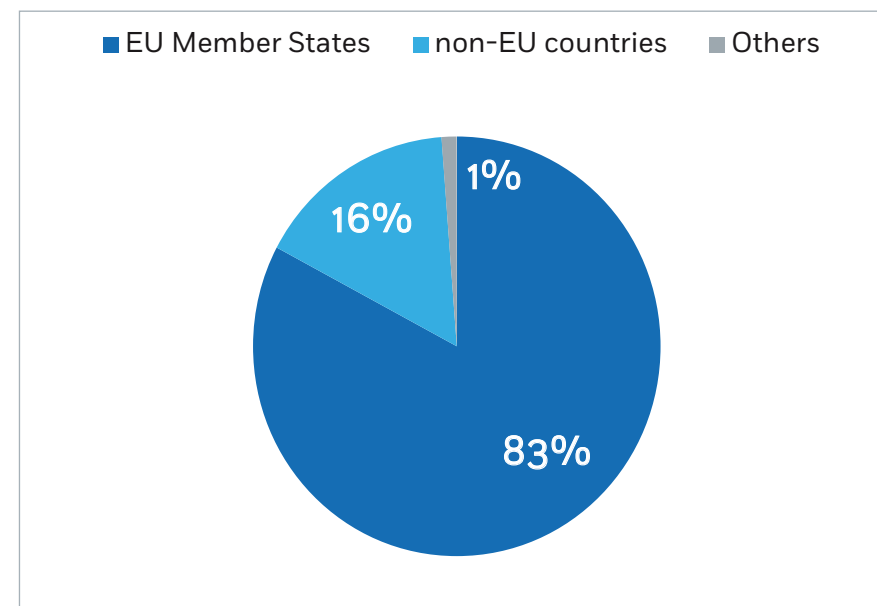
The average number of accidents per month in 2013 was 212.

Despite different totals of number of occurrences in 2012 and 2013, it is noticeable that through both years, the number of accidents per month is pretty stable, with a limited increase for the November – February period.

2.1 INVOLVEMENT OF EU MEMBER STATE AS FLAG STATE, COASTAL STATE OR SUBSTANTIALLY INTERESTED STATE

As defined in the Directive EU Member States must report all occurrences involving ships flying the flag of one the Member States, regardless of location, but also accidents that occur within EU Member States' waters and accidents that involve other substantial interests of the EU Member States.

Figure 4: Distribution of ship flags



FLAG STATE means a State whose flag a ship is entitled to fly.

The total number of ships involved was 6 685.

In figure 4, the number of EU flag ships involved in occurrences within the scope of the Directive is 5 times the number of non-EU flag ships.

5 535 ships flagged under an EU Member State were involved in an occurrence. **27** EU Member States were involved as flag of the ship. Austria, Czech Republic and Slovenia were the three EU Member States for which no registered ship was involved.

EU Member States also have to deal with ships flying flags from non-EU countries.

1 070 ships flagged under a total of **66** non-EU countries were involved in an occurrence.

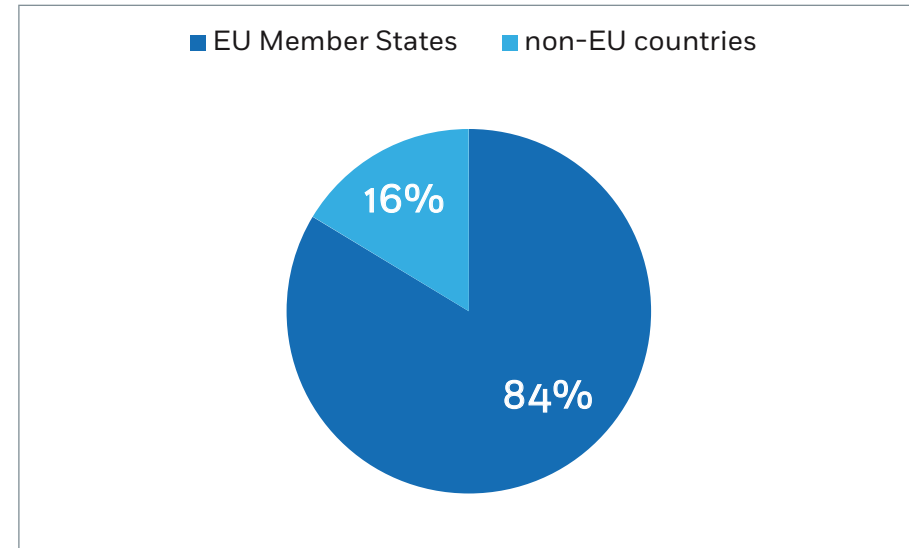
80 other ships for which the flag was unknown or not mentioned were also involved.

For a wider perspective of the worldwide distribution of accidents per flag, more information can be found on the International Maritime Organization website (www.imo.org).



Grounding, MERLE, flag COOK ISLANDS, 19 January 2013, serious casualty, no injuries, no damage to ship, no pollution.

Figure 5: Distribution of coastal States



A **COASTAL STATE** means a State in whose territorial sea or internal waters, a marine casualty or marine incident occurs.

In 4 161 cases, at least one coastal State was reported to be affected by the occurrence. Considering the total number of occurrences (5 186), this means that 80% of the accidents happened in territorial seas or internal waters.

The grand total of coastal States affected was **4 248**, as more than one Coastal State could be affected by the same occurrence.

26 EU Member States were involved as a coastal State **3 554** times.

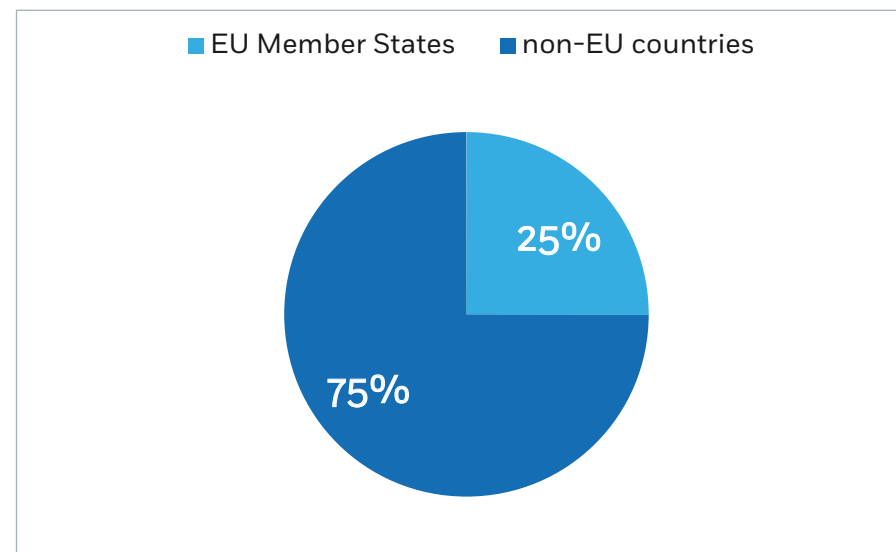
105 non-EU countries were reported as coastal State **694** times.

As with EU flag ships, there is a higher ratio of EU coastal States affected by an occurrence in comparison with non-EU. Again, it should be recalled that occurrences in coastal waters of non-EU countries not involving substantial EU interests are not reported to EMCIP.



Grounding in North Wales, CARRIER, Antigua and Barbuda flag, 03 April 2012, very serious casualty, no injuries, ship damaged, light pollution.

Figure 6: Distribution of substantially interested States



SUBSTANTIALLY INTERESTED STATE refers to a State:

- which is the flag State of a ship, or
- which is the coastal State, or
- whose environment was damaged, or
- that suffers or is threatened with serious harm as a consequence of a marine casualty, or
- whose nationals lost their lives or received serious injuries, or
- that has important information at its disposal that the marine safety investigating State(s) consider useful to the investigation, or
- that for some other reason establishes an interest that is considered significant by the marine safety investigating State(s).

Other than flag States or coastal States as described in figures 4 and 5, in 557 occurrences, at least one substantially interested State was reported. Considering the total number of occurrences (5 186), a State different from the flag or the coastal State was interested in 10% of occurrences.

A total of 749 substantially interested States were registered, bearing in mind that a single occurrence can involve more than one substantially interested State.

26 EU Member States were involved as substantially interested State 186 times.

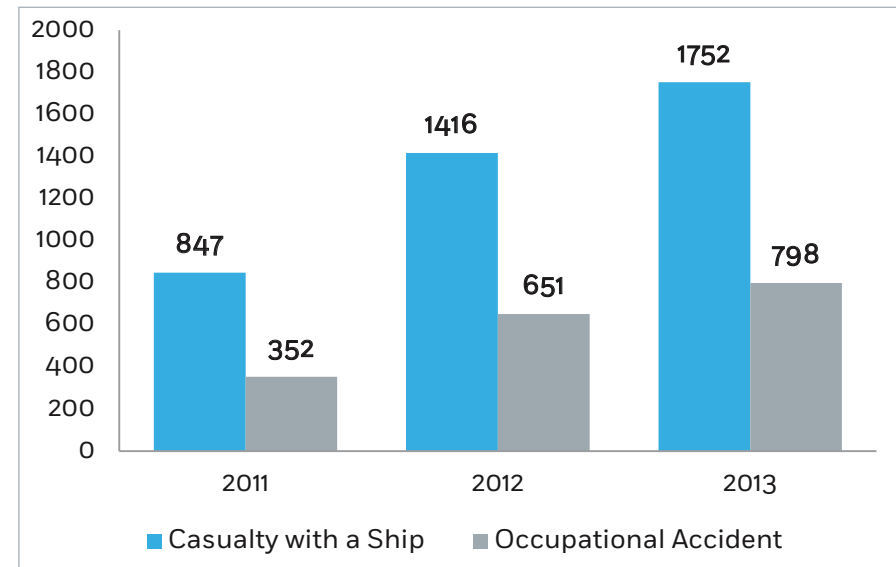
63 non-EU countries were affected 563 times.



Collision between TYUMEN-2 and OOCL FINLAND, 14 April 2011, very serious casualty, 2 fatalities and 3 crew members injured from the United Kingdom and Russian Federation, ships damaged, cargo damaged and pollution.

2.2 TYPE OF OCCURRENCES

Figure 7: Occurrences by type

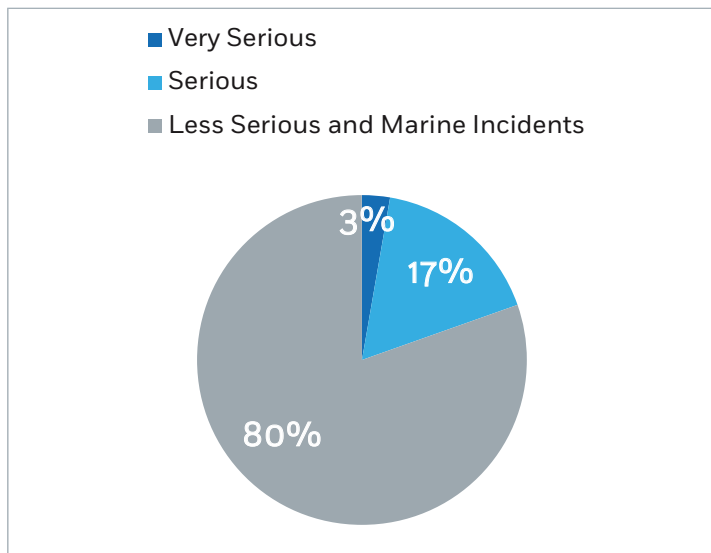


Marine casualties are separated into two different categories: on one hand, there is a **“casualty with a ship”**, when a ship is affected by an accident and, on the other hand, there is an **“occupational accident”**, where the accident affects only a person.

A total of 4 015 casualties with a ship and 1 801 occupational accidents were recorded.

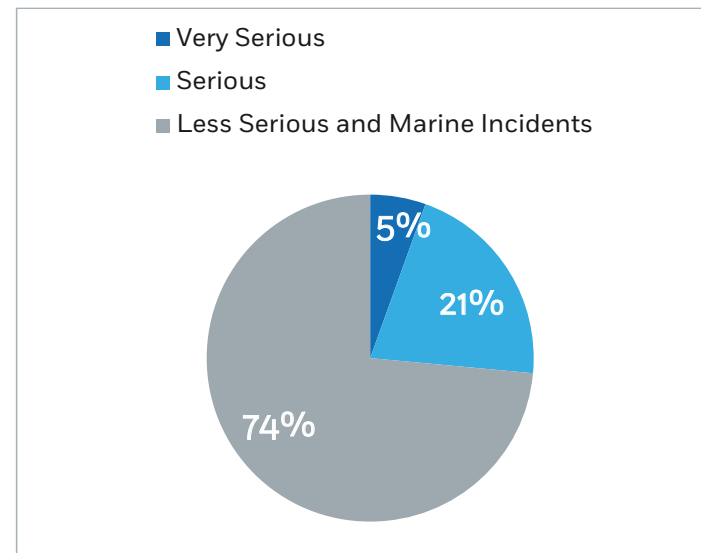
The distribution per year between casualties with a ship and occupational accidents indicates that the ratio $\frac{1}{3}$ to $\frac{2}{3}$ has been stable from 2011 to 2013, and the totals increased in line with the improvement of reporting of occurrences.

Figure 8: Distribution of casualties with a ship by severity



110 casualties with a ship were classified as very serious, 676 serious and 3 229 less serious and marine incidents.

Figure 9: Distribution of occupational accident by severity

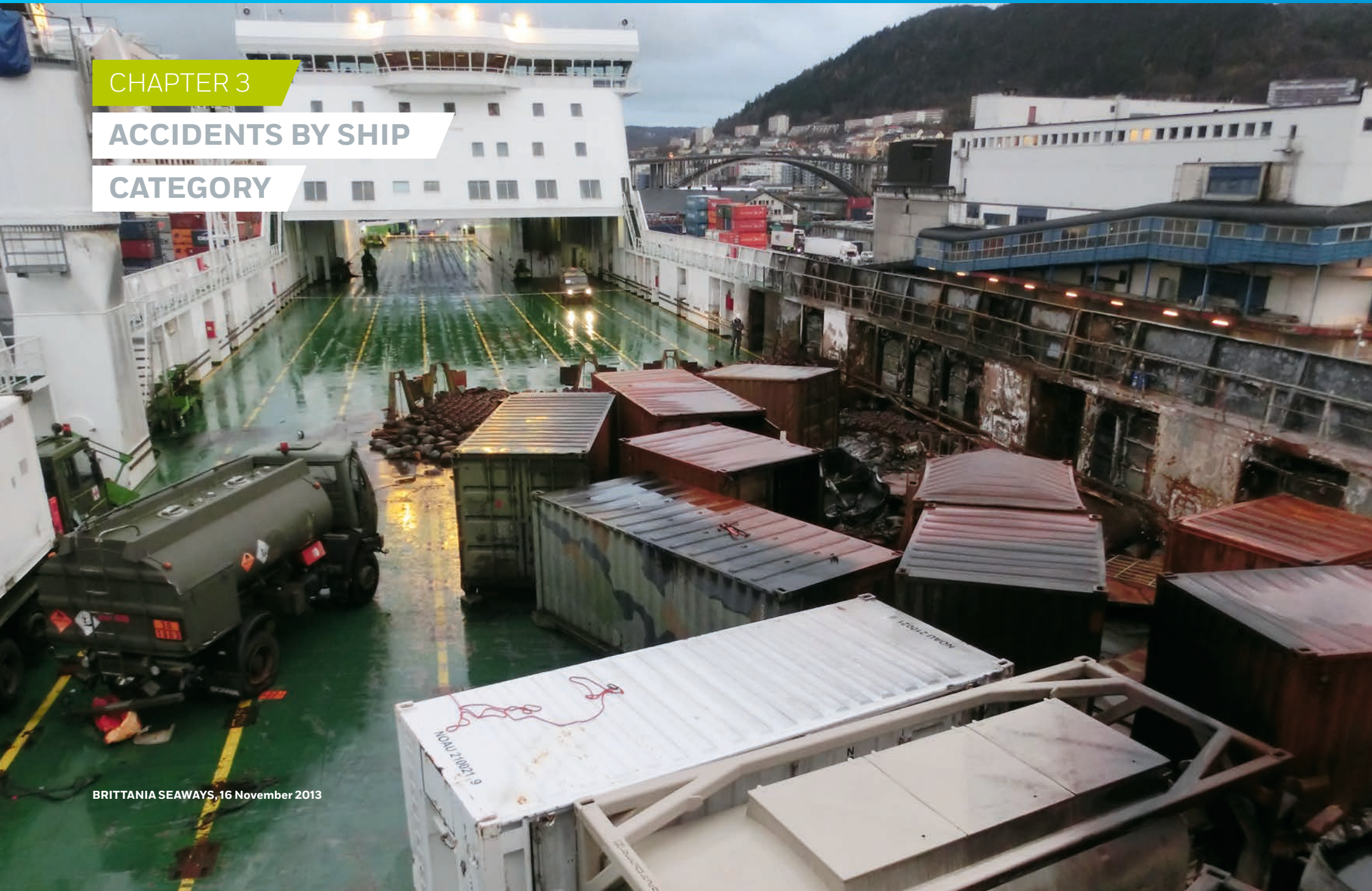


99 occupational accidents were classified as very serious, 378 serious and 1 324 less serious and marine incidents.

CHAPTER 3

ACCIDENTS BY SHIP

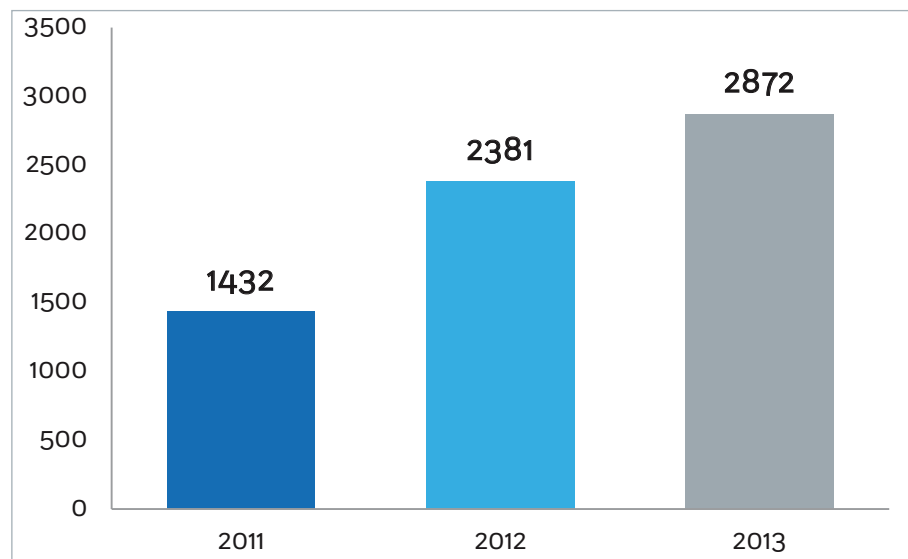
CATEGORY



BRITANNIA SEAWAYS, 16 November 2013

This chapter focuses on the ships involved in marine casualties and incidents. Ships have been classified by the main categories: cargo ship, fishing vessel, passenger ship, service ship and other ship.

Figure 10: Number of ships involved in accidents



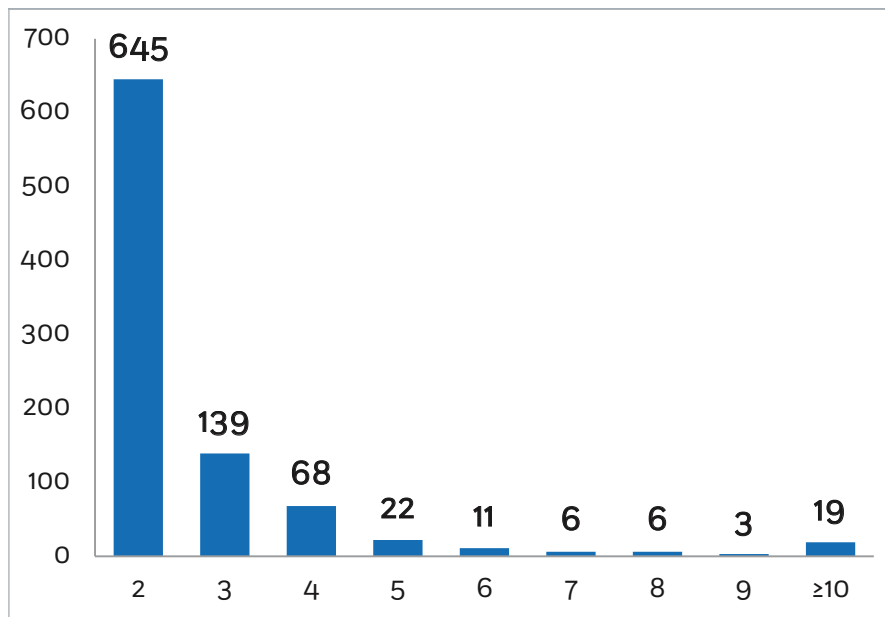
An occurrence might involve more than one ship, in particular in the case of collision where two or more ships could be involved.

Noting that the annual increase is in line with the improvement of reporting, in the 5 186 occurrences that happened from 2011 to 2013, the total number of ships involved was 6 685.



Collision between NIELS HOLGERSSON and URD, 3 May 2012, serious casualty, no injuries, ship damaged, cargo damaged, no pollution.

Figure 11: Number of individual ships involved in more than one accident



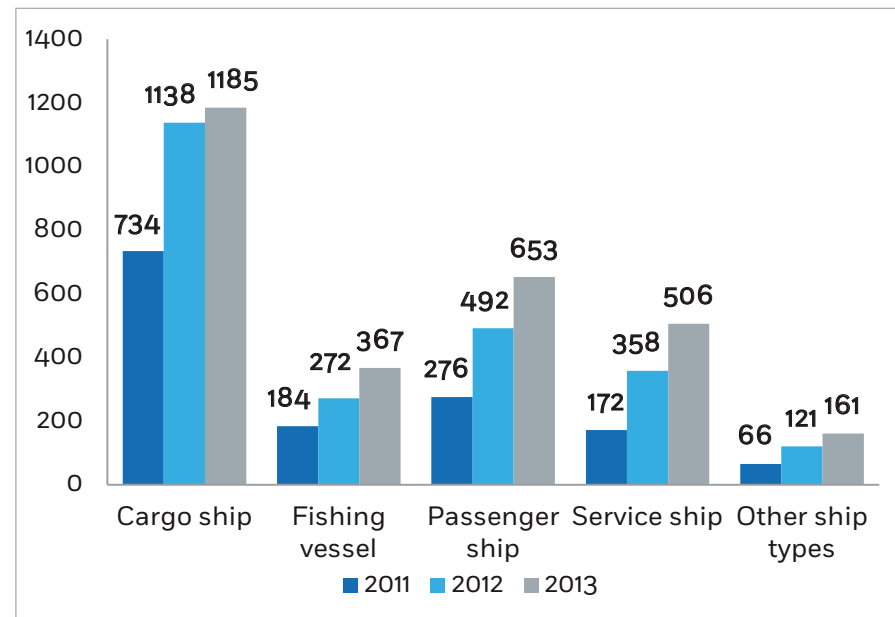
Similarly, a single ship can be affected by several accidents (different dates, different nature of accidents, etc.).

A total of 5 028 ships were involved in occurrences.

4 109 of these ships were involved in one occurrence only.

919 were involved in more than one occurrence, as shown in the distribution above.

Figure 12: Number of ships involved by main category



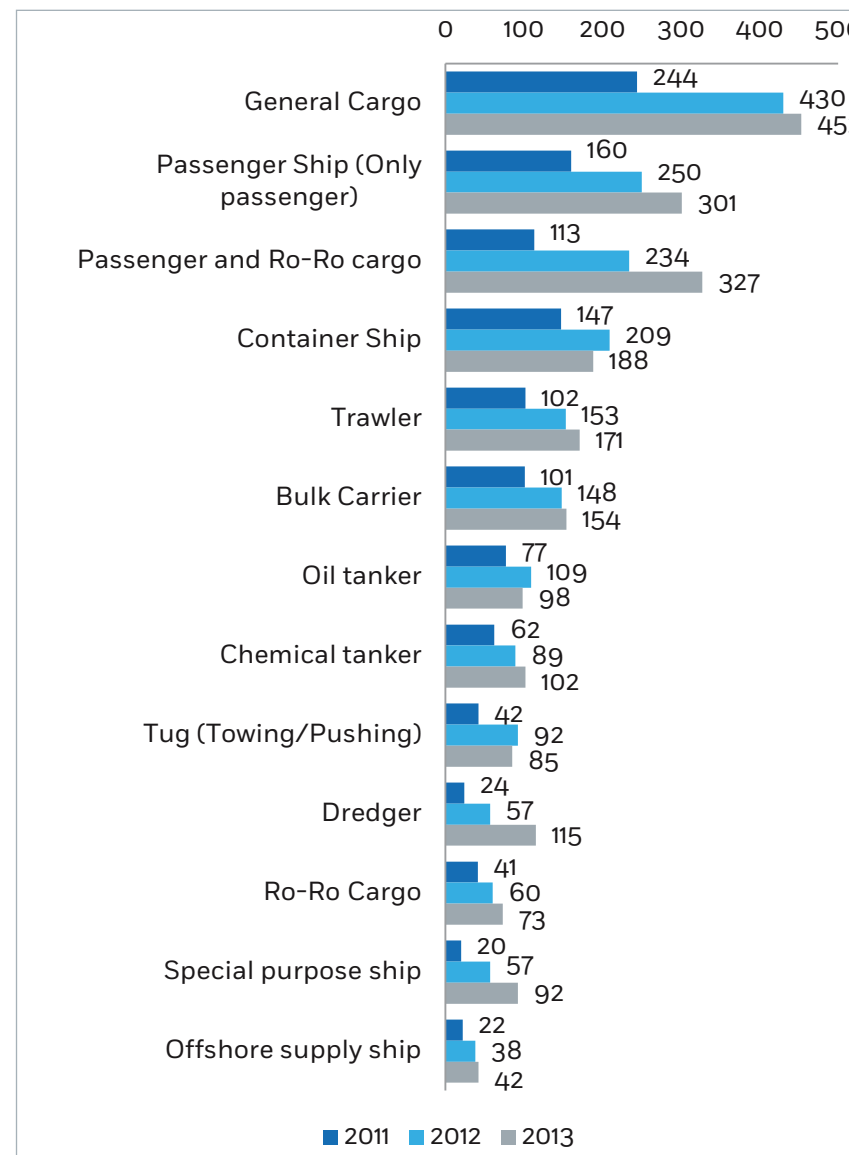
The main ship category is decided according to the ship's main activity:

- **CARGO SHIP** is a commercial ship designed for the carriage of various types of cargo, goods or products and up to a maximum of 12 passengers.
- **FISHING VESSEL** means any vessel equipped or used commercially for catching fish or other living resources at sea.
- **PASSENGER SHIP** is a ship designed to transport more than 12 passengers.
- **SERVICE SHIP** is a ship designed for special services, like a tug or a dredger.
- **OTHER SHIP**, may be:
 - **INLAND WATERWAY VESSEL** is a vessel intended solely or mainly for navigation on inland waterways.
 - **RECREATIONAL CRAFT** means a boat of any type, regardless of the means of propulsion, intended for sports or leisure purposes.
 - **NAVY SHIP** means any ship operating under the Navy or other military organization.
 - **UNKNOWN SHIP TYPE**: occurrence for which it was not possible to identify the vessel type.

Such vessels are considered within the scope of the Directive only when they are involved in an occurrence together with a ship which is covered by the Directive (e.g. a collision between a cargo ship and a recreational craft).

Noting that the annual increase is in line with the improvement of reporting, cargo ships represent 45% of all ships involved in an occurrence, followed by passenger ships, service ships and fishing vessels.

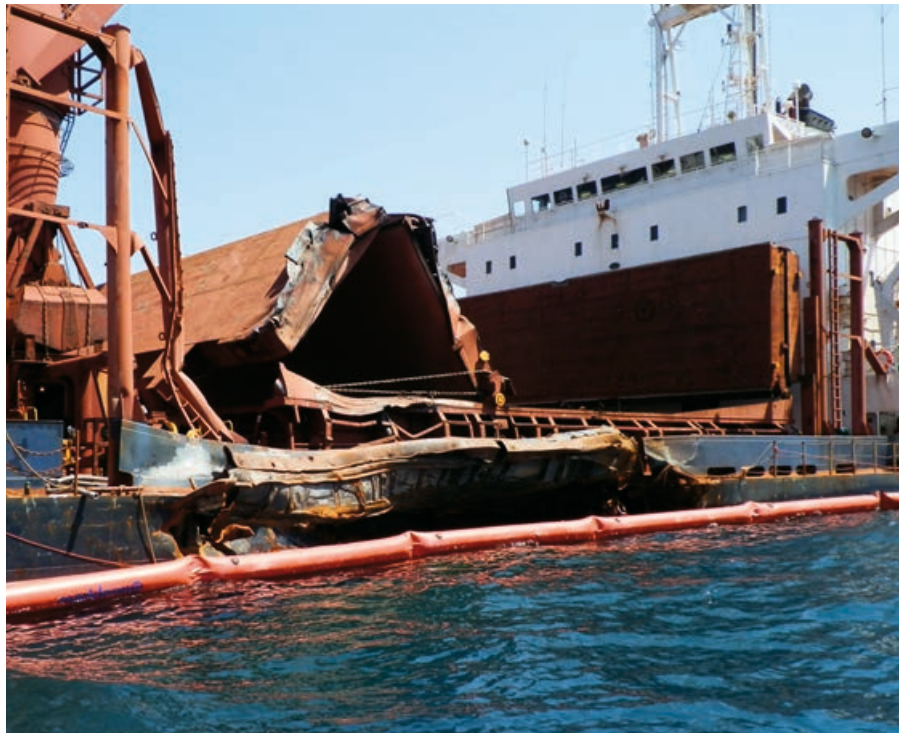
Figure 13: Distribution of ships involved by detailed category



Under the main five categories referred to in figure 12, detailed ship categories are also defined. Figure 13 shows the main detailed ship sub-categories that were involved in occurrences during the 2011-2013 period.

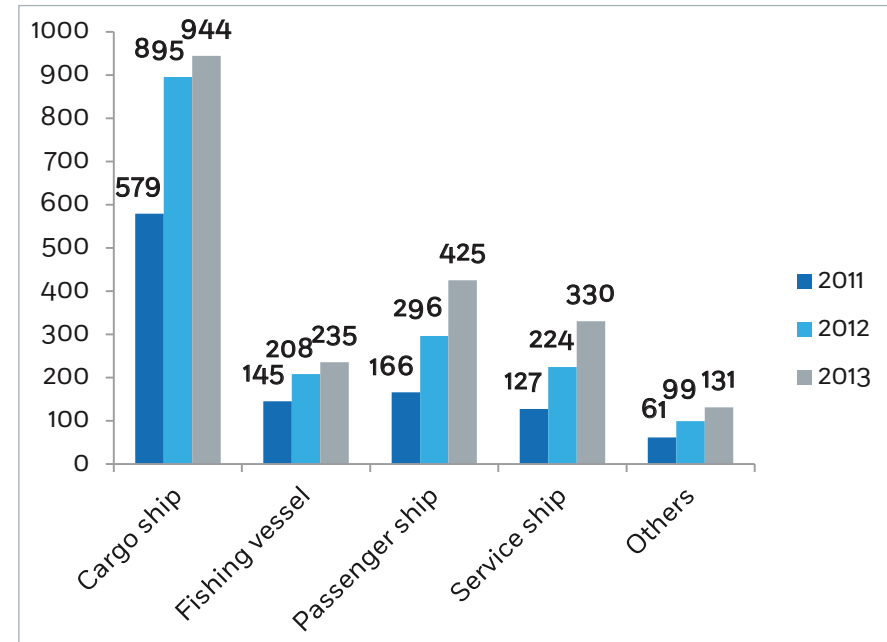
Other detailed categories exist, but were not indicated in this graph as their totals during the past three years were less significant than those displayed.

General Cargo ships were involved in 17% of the total number of occurrences, followed by passenger ships carrying only passengers (11%).



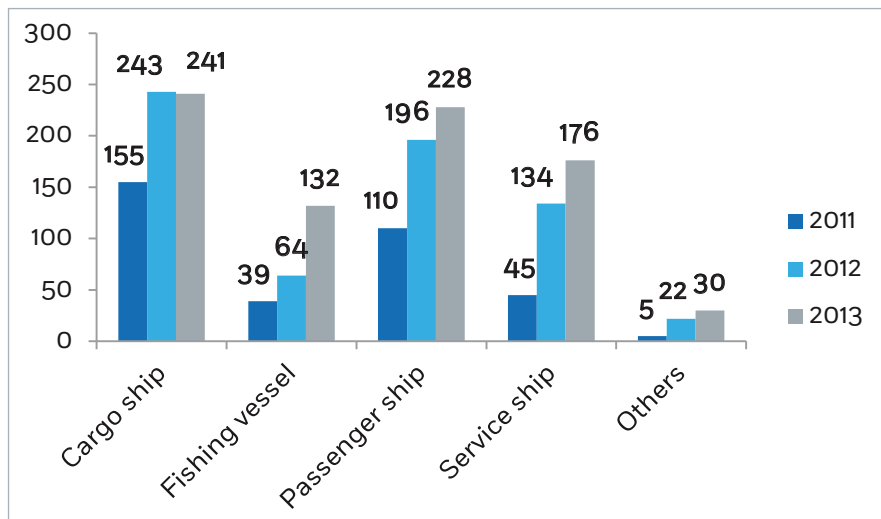
Collision between bulk carriers M/V KATHERINE and M/V BARU SATU, 4 July 2013, serious casualty, no injuries, ships damaged and no pollution.

Figure 14: Number of ships involved in a “casualty with a ship” by ship category



Noting that the annual increase is in line with the improvement of reporting, cargo ships represent 50% of all ships involved in a casualty with a ship, followed by passenger ships, service ships and fishing vessels.

Figure 15: Number of ships involved in an occupational accident by ship category



Cargo ships represent 35% of all ships involved in an occupational accident, followed by passenger ships, service ships and fishing vessels.

CHAPTER 4

NATURE OF OCCURRENCE



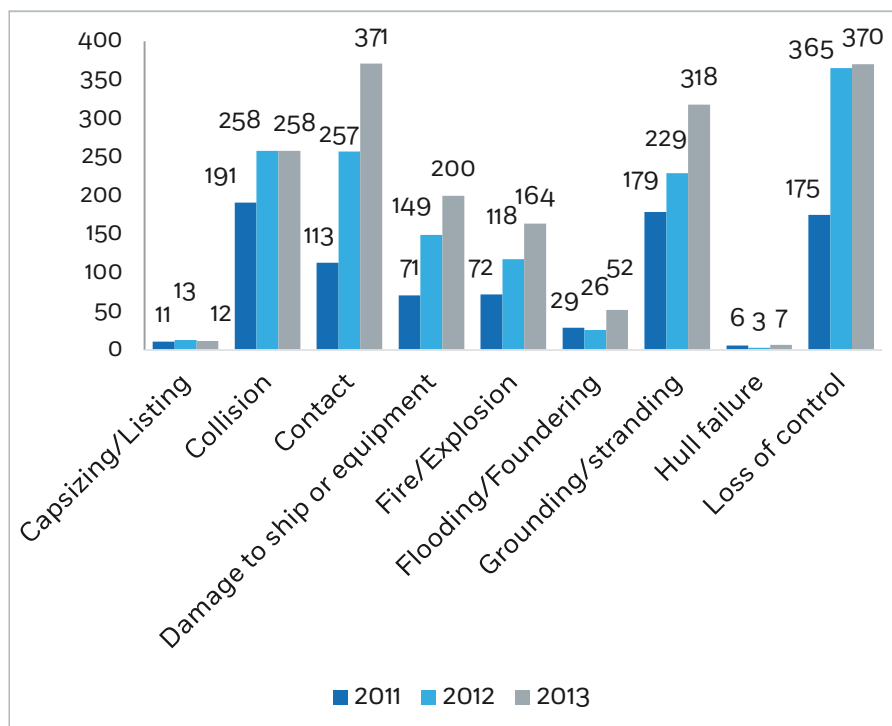
Collision between ZAPADNYI and RHONESTERN, 5 April 2011

60
58
56
54
52

4.1 CASUALTY WITH A SHIP

This chapter examines the different natures of occurrence.

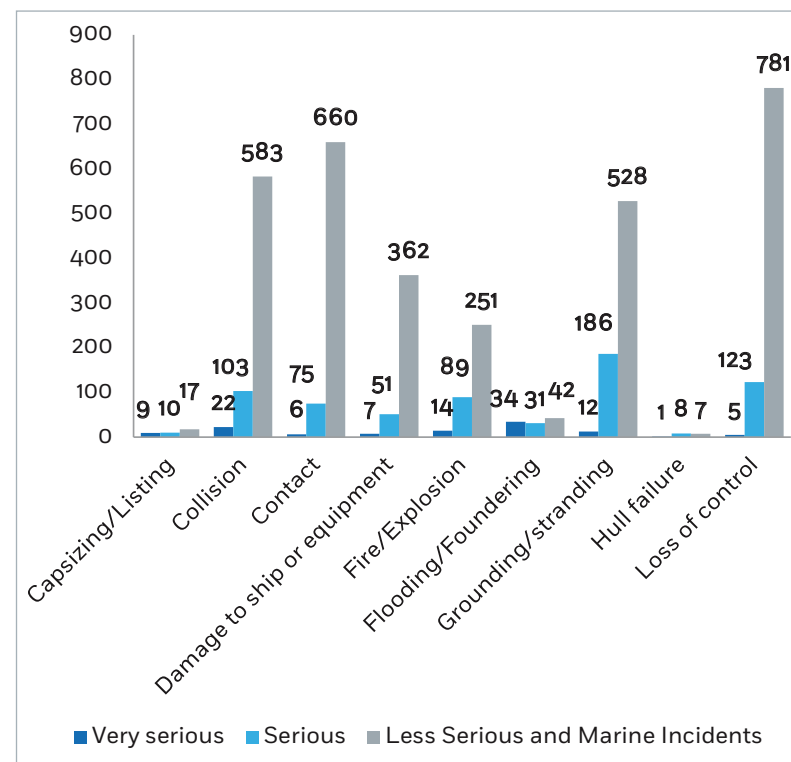
Figure 16: Number of casualty events per year



Occurrences involving a ship are categorised as **CASUALTY EVENTS**. These are unwanted events in which there has been an impact on people and/or a ship including its equipment and/or cargo and/or the environment. Casualty event definitions can be found in appendix 1.

Noting that the annual increase is in line with the improvement of reporting, loss of control is the most frequent event (27% of the total number of casualties with a ship), followed by collisions, contacts and groundings (an average of 18% for each of those events).

Figure 17: Number of casualty events by severity



Flooding/Foundering was the event that led to the highest number of very serious casualties between 2011 and 2013 (31%), followed by collision (20%) and fire/explosion (13%).

When the occurrence severity was serious, grounding/stranding was the event that represented the highest number (28%), followed by loss of control (18%) and collision (15%).



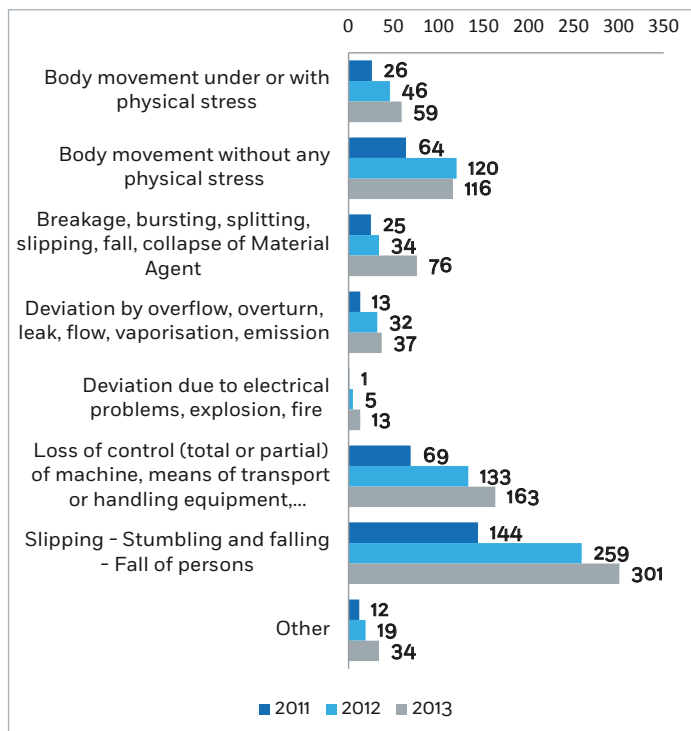
Damage to equipment – MV THOMSON MAJESTY, 12 February 2012, very serious casualty, 5 fatalities, 3 persons injured.



Detail of inner strands of a lifeboat fall wire rope during lab analysis – MV THOMSON MAJESTY.

4.2 OCCUPATIONAL ACCIDENTS

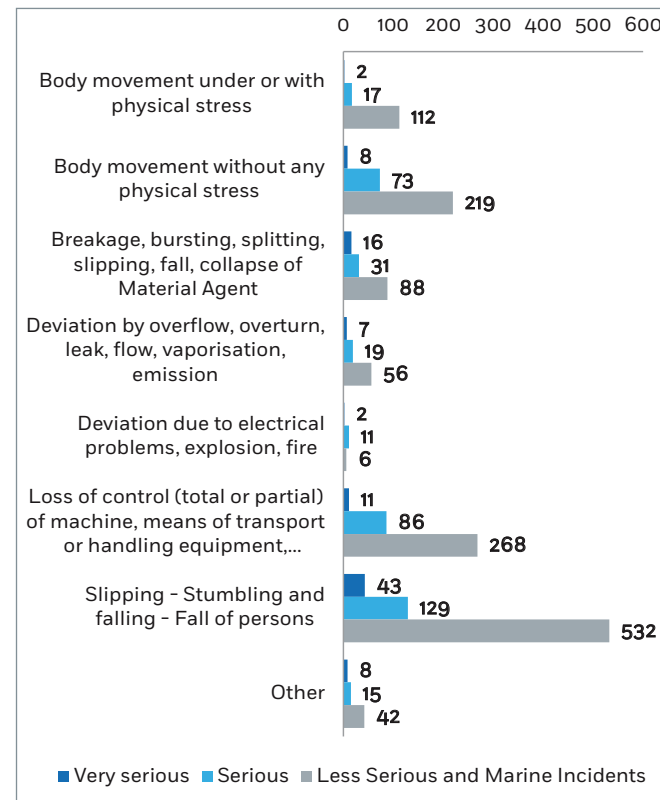
Figure 18: Number of deviations by year



Occurrences related to “occupational accidents” are classified as “deviations”. Definitions can be found in appendix 1.

Noting that the annual increase is in line with the improvement of reporting, with 39% of the total number of deviations, slipping, stumbling and falls represented the main type of occupational accidents, followed by loss of control of equipment (20%) and body movements without physical stress (17%).

Figure 19: Number of deviations by severity



Taking into consideration the casualty severity, slipping, stumbling and falling was also the deviation that led to the highest number of accidents: 48% of the total number of very serious occurrences and 34% of the total number of serious occurrences.

CHAPTER 5

CONSEQUENCES

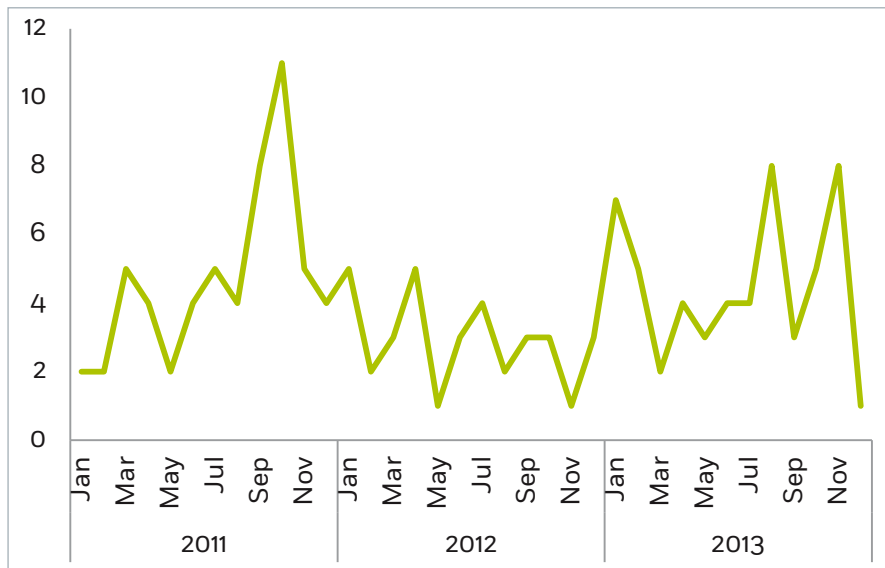


Capsizing/Listing, DENEBA, 11 June 2011

This chapter contains information about the consequences of accidents to ships, persons or the environment.

5.1 CONSEQUENCES TO THE SHIP

Figure 20: Number of ships lost per month



The figure shows the number of ships lost per month during the 2011-2013 period based on the date the accidents occurred.

A total of 145 ships were lost from 2011 to 2013, which means an average of four ships lost per month.



Grounding, GELSO M, 10 March 2012, very serious casualty, no injuries, ship lost, no pollution.

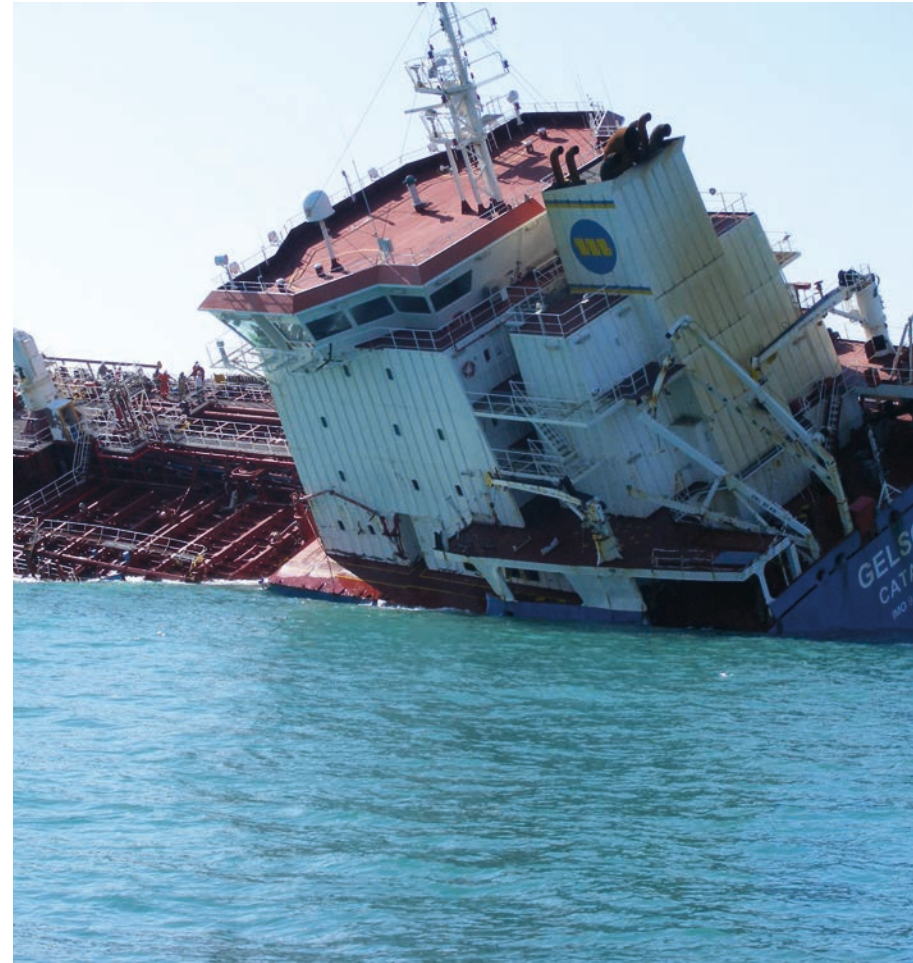
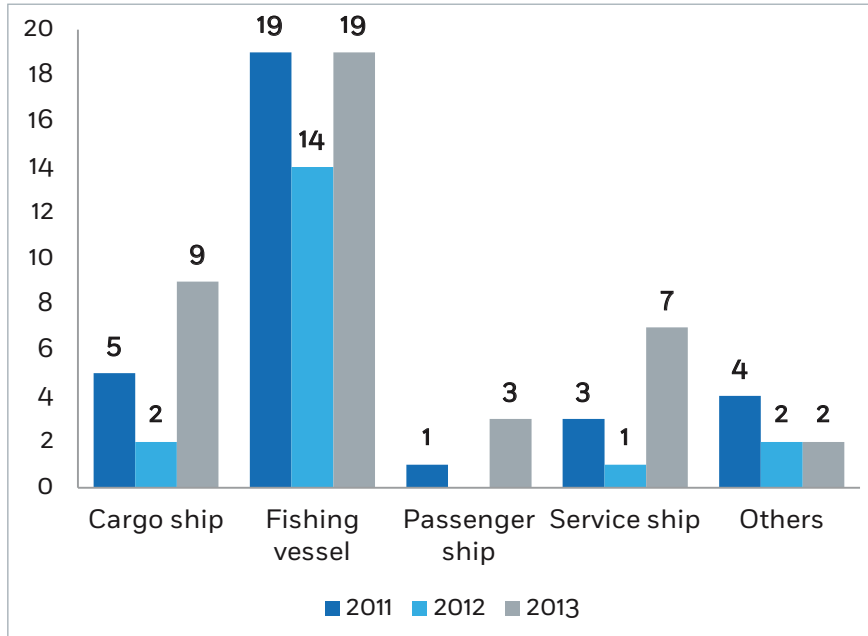


Figure 21: Number of ships sunk



A **SUNKEN SHIP** means that she lost her buoyancy. It does not imply the total loss of the ship.

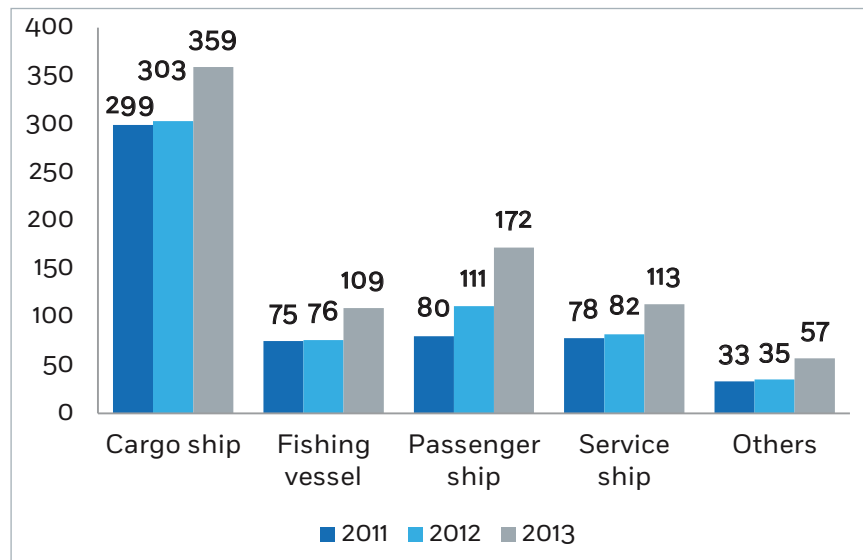
91 ships were reported sunk. 80 of them were totally lost, 11 were recovered and repaired.

57% of the ships sunk were fishing vessels.



Grounding, Fishing Vessel LA POLAR, 7 October 2011, very serious casualty, one person injured, ship lost, no pollution.

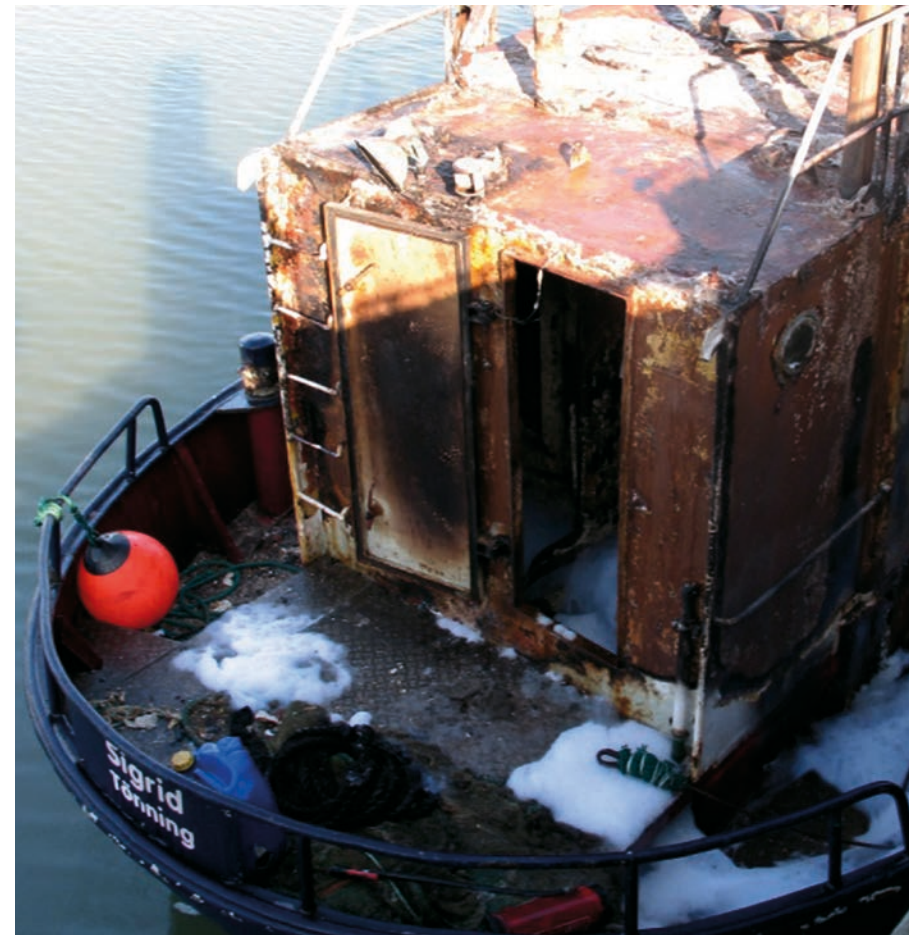
Figure 22: Number of ships damaged



A **MATERIAL DAMAGE** in relation to a marine casualty means:

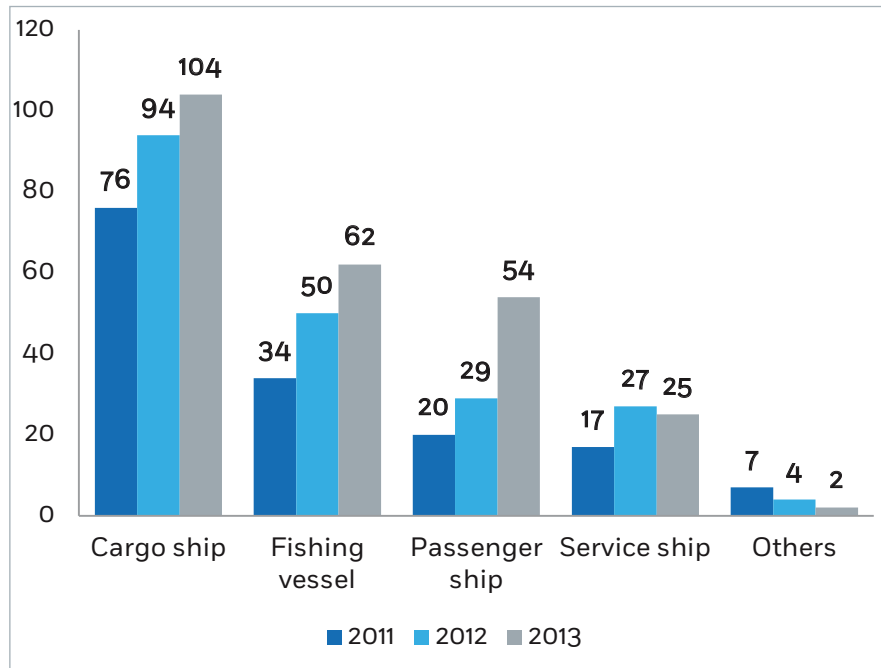
- damage that significantly affects the structural integrity of a ship, or the performance or operational characteristics of its marine infrastructure and requires major repair or replacement of a major component or components; or
- destruction of the marine infrastructure or ship.

1982 ships reported some damage, the largest category being cargo ships (48%).



Fire, SIGRID ST8, 22 March 2012, serious casualty, no injuries, ship damaged, cargo damaged, no pollution.

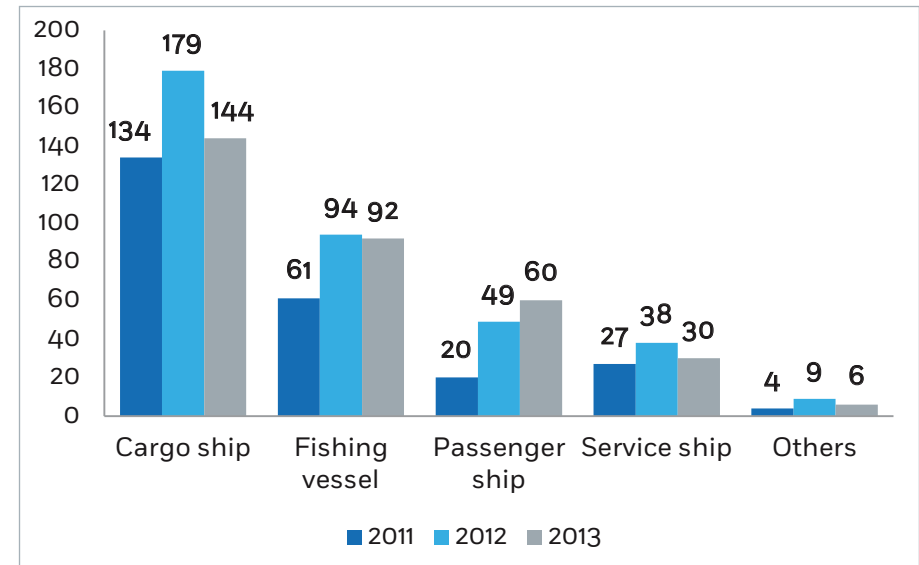
Figure 23: Number of ships considered unfit to proceed



UNFIT TO PROCEED means that the ship is in a condition, which does not correspond substantially with the applicable international conventions or national legislation, presenting a danger to the ship and the persons on board or an unreasonable threat of harm to the marine environment.

A total of 605 ships were reported to be “unfit to proceed”.

Figure 24: Ships by year and category requiring towage or shore assistance



As a consequence of a breakdown or immobilisation of the main engines or other event, the ships concerned needed towage or shore assistance.

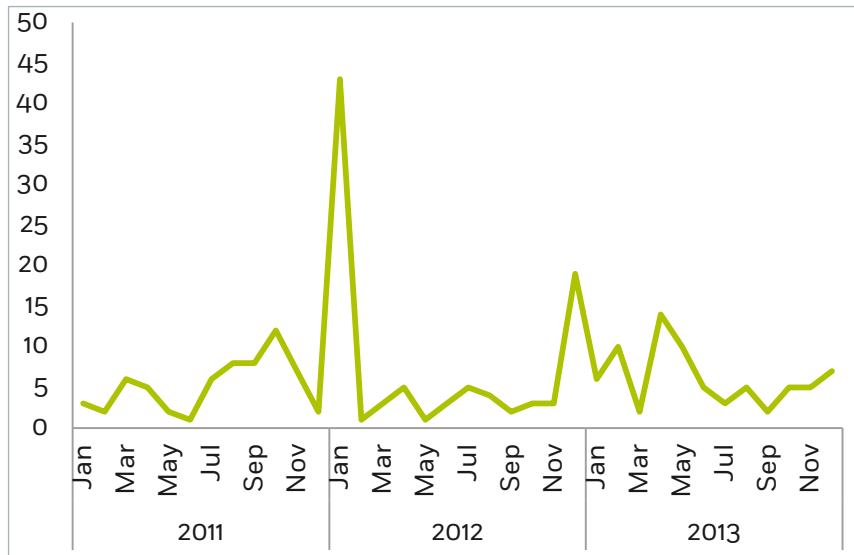
947 ships overall needed towage or shore assistance.



Ship under towage, flooding, MERANO, 2 May 2011, very serious casualty, no injuries, ship damaged, no pollution.

5.2 CONSEQUENCES TO PERSONS

Figure 25: Number of fatalities per month



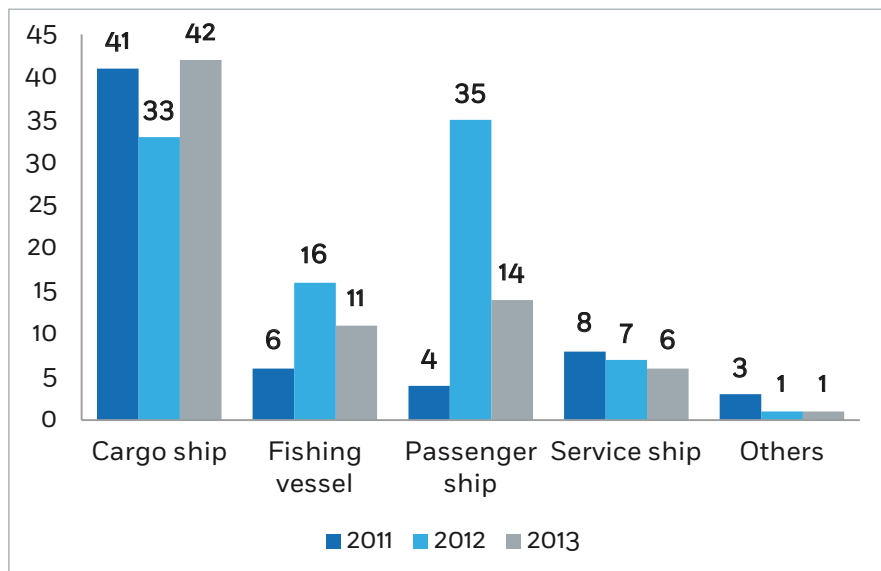
The total number of lives lost was 228 (62 in 2011, 92 in 2012 and 74 in 2013).

The peak in January 2012 in Figure 25 and the high number of fatalities on board passenger ships in Figure 26 are largely due the accident of the Costa Concordia (32 victims).



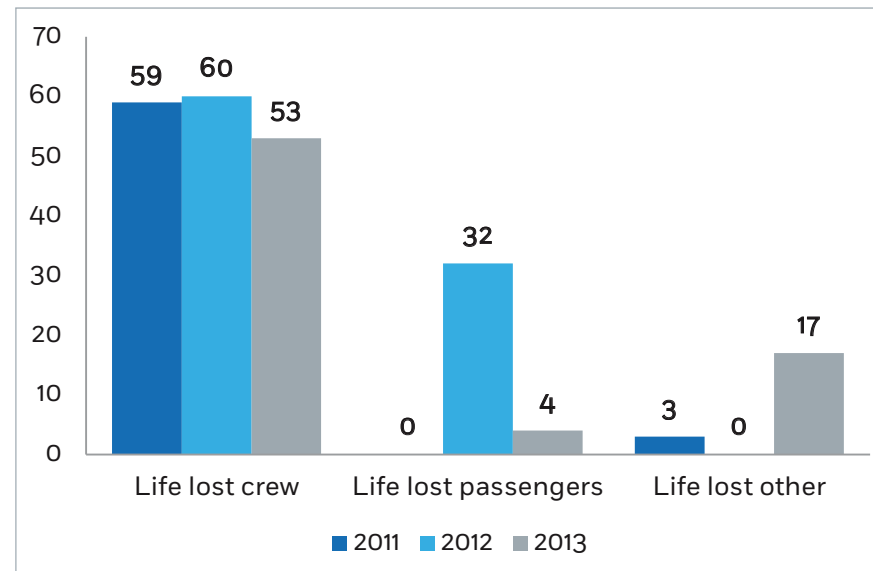
Contact, COSTA CONCORDIA, 13 January 2012, very serious casualty, 32 fatalities, 17 persons injured, ship lost, no pollution.

Figure 26: Fatality by ship category



51% of fatalities occurred on board cargo ships.

Figure 27: Number of fatalities by category of person

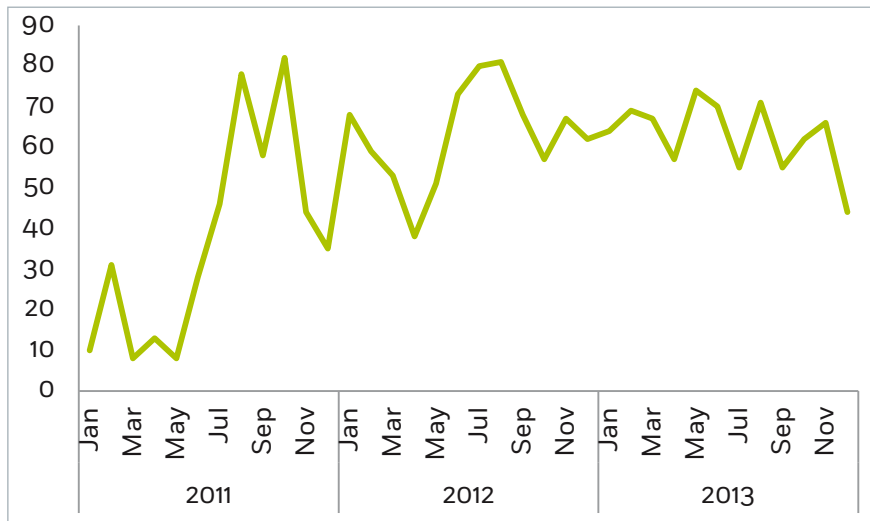


Persons on board are categorised as follows:

- Crew members
- Passengers
- Others, for example persons working in harbours to load or unload ships.

75% of fatalities were of seafarers.

Figure 28: Number of injured persons per month



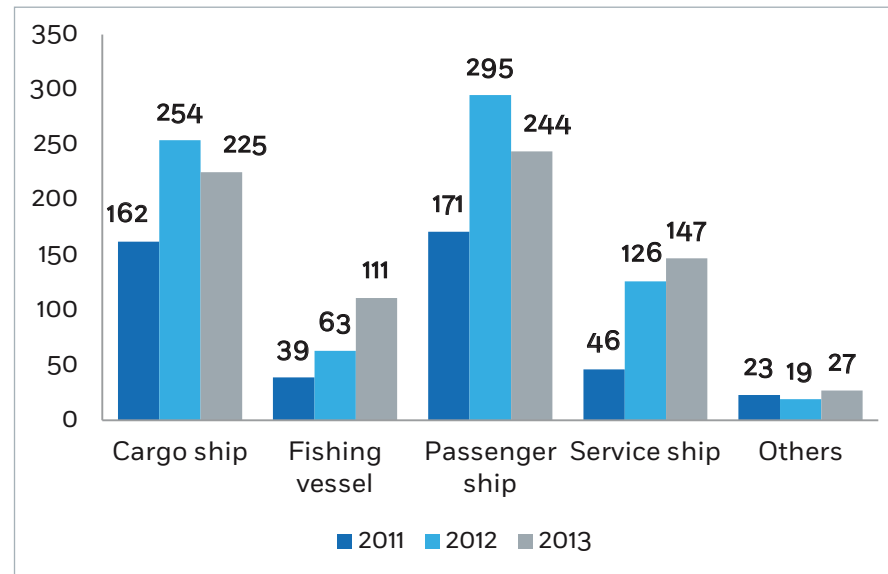
A **SERIOUS INJURY** means an injury which is sustained by a person, resulting in incapacitation where the person is unable to function normally for more than 72 hours, commencing within seven days from the date when the injury was suffered.

When the incapacitation is less than 72 hours, it is classified as a **NON-SERIOUS INJURY**.

A total of 1 952 persons were injured from 2011 to 2013 (441 in 2011, 757 in 2012 and 754 in 2013).

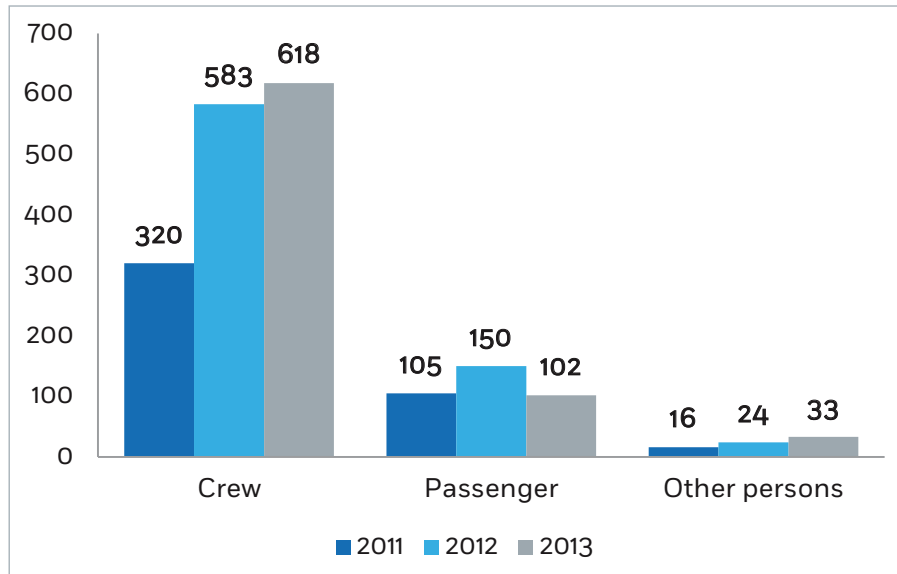
31% of the injuries were reported as serious.

Figure 29: Distribution of injured people by ship category



36% of injuries happened on board passenger vessels, followed by 33% on board cargo ships.

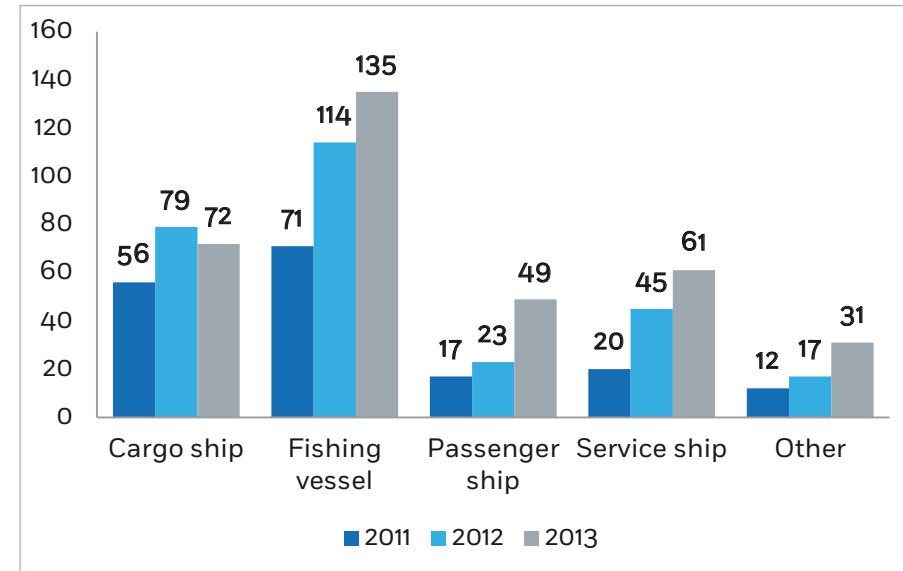
Figure 30: Number of injuries by nature of person



78% of injuries happened to seafarers.

5.3 OTHER CONSEQUENCES

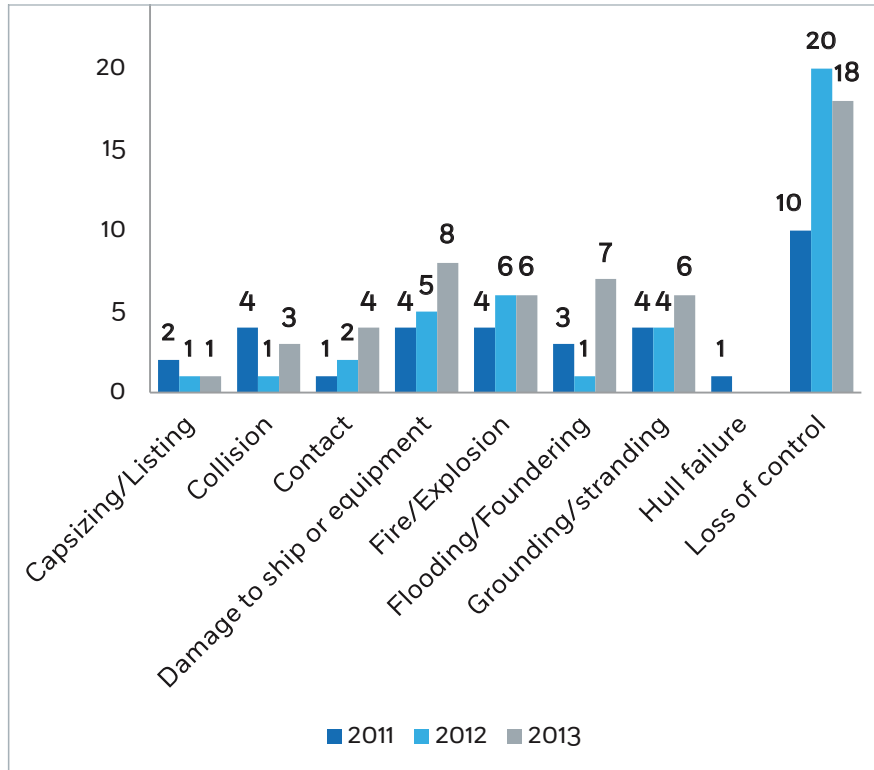
Figure 31: Number of Search and Rescue (SAR) operations by ship category



802 ships needed a SAR operation and 40% of these were fishing vessels.

60% of the SAR operations related to a ship casualty and 40% to occupational accidents.

Figure 32: Number of reported cases of pollution following an accident



Of the 126 reported cases of pollution as a consequence of a marine casualty, 86% were marine pollution and 14% were air pollution.

70% of the marine pollution was due to the release of the ship's bunkers and other pollutants (e.g. residues, lubricating or hydraulic oils) and 30% by the release or loss of the ship's cargo.



Foundering of M/V NOUR M, 11 December 2013, very serious casualty, no injuries, ship damaged, pollution by bunkers.

CHAPTER 6

ACCIDENT LOCATION

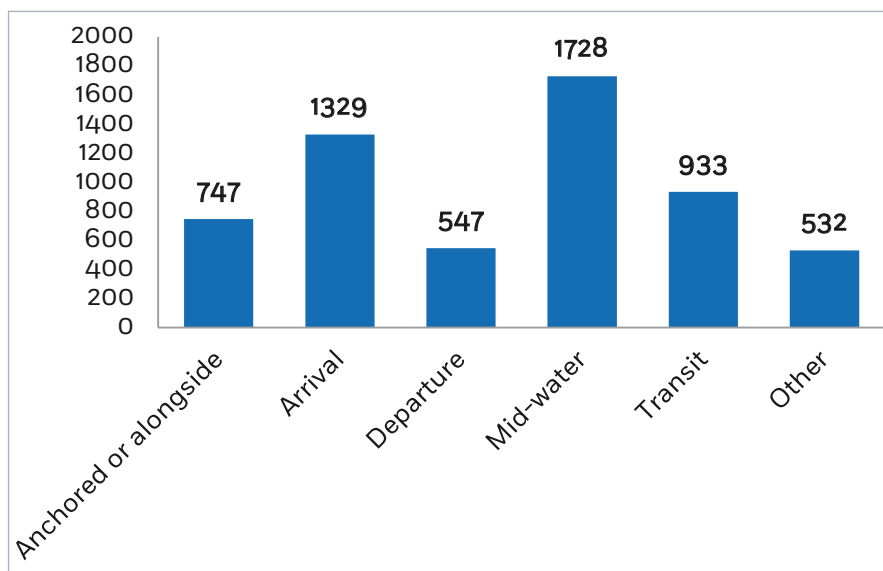


Grounding, DART, 1 August 2013

This chapter provides information about the location of the ships when marine casualties or incidents occurred.

6.1 VOYAGES

Figure 33: Voyage segment

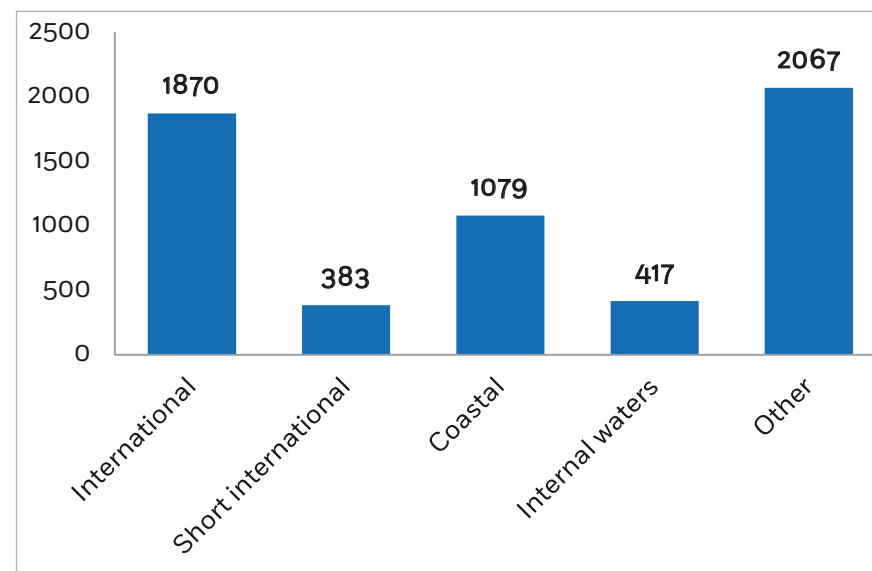


The Voyage Segment determines the section of the voyage being undertaken at the time of the marine casualty or incident. It can be:

- Anchored or alongside
- Arrival or departure
- Transit (between the departure and mid-water or mid-water and arrival).
- Mid-water (between transit phases).

30% of the occurrences happened when ships were in mid-water, 23% during the arrival part of the voyage.

Figure 34: Voyage type



The type of voyage is the voyage for which the ship is certified according to her statutory certificates.

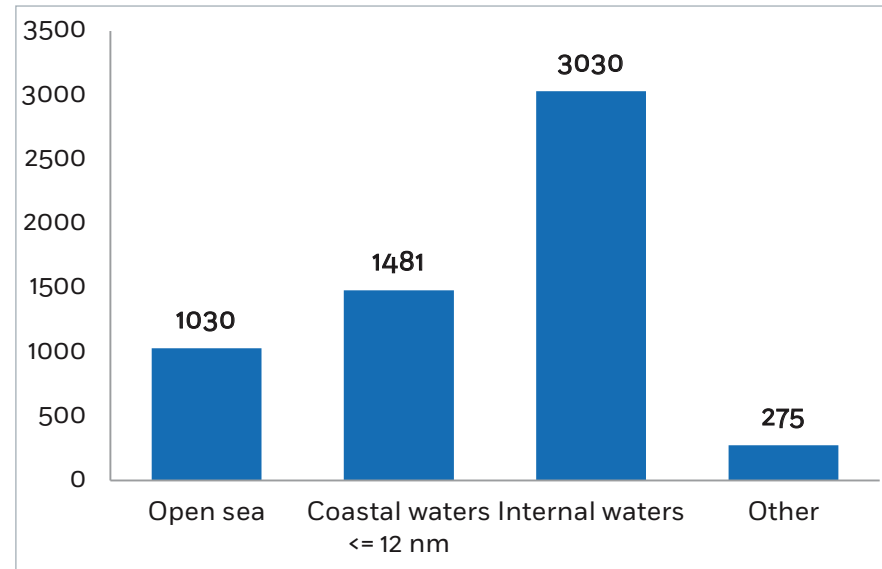
It is classified as:

- **INTERNATIONAL VOYAGE** means a voyage from a port of a Member State to a port outside that Member State, or
 - **SHORT INTERNATIONAL VOYAGE** is an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, or
 - **COASTAL**, when a ship is certified to operate near the coast, or
 - **INTERNAL WATERS**, when a ship is certified to operate only in internal waters, or
 - **INLAND WATERS**, when a ship is certified to operate only in inland waterways, or
 - **OTHER** when a ship is certified to operate in waters different from the above, e.g. mixed areas between internal waters and inland waters.
- In figure 34, “other” includes inland waters or other voyage types.

36% of occurrences happened to ships authorised to operate in the area “Other”, followed by 32% to ships authorised to proceed in international voyages.

6.2 LOCATION OF ACCIDENTS

Figure 35: Location of the occurrences



The figure shows the location where the casualty or accident occurred. Categories are:

- Outside 12 nautical miles it will be regarded as **OPEN SEA**
- If it is in waters up to 12 nautical miles it is **COASTAL WATERS ≤ 12 NM**
- If it is in the waters on the landward side of the baseline of the territorial sea it is regarded as **INTERNAL WATERS (ARCHIPELAGO FAIRWAY, CHANNEL/RIVER, PORT AREA)**
- **INLAND WATERS**, which includes any area of water defined by EU Member States and not categorized as ‘sea’- e.g. canals, tidal and non-tidal rivers, lakes, and some estuarial waters (an arm of sea that extends inland to meet the mouth of a river)
- **REPAIR YARD** and **UNKNOWN** are the two other possible values.

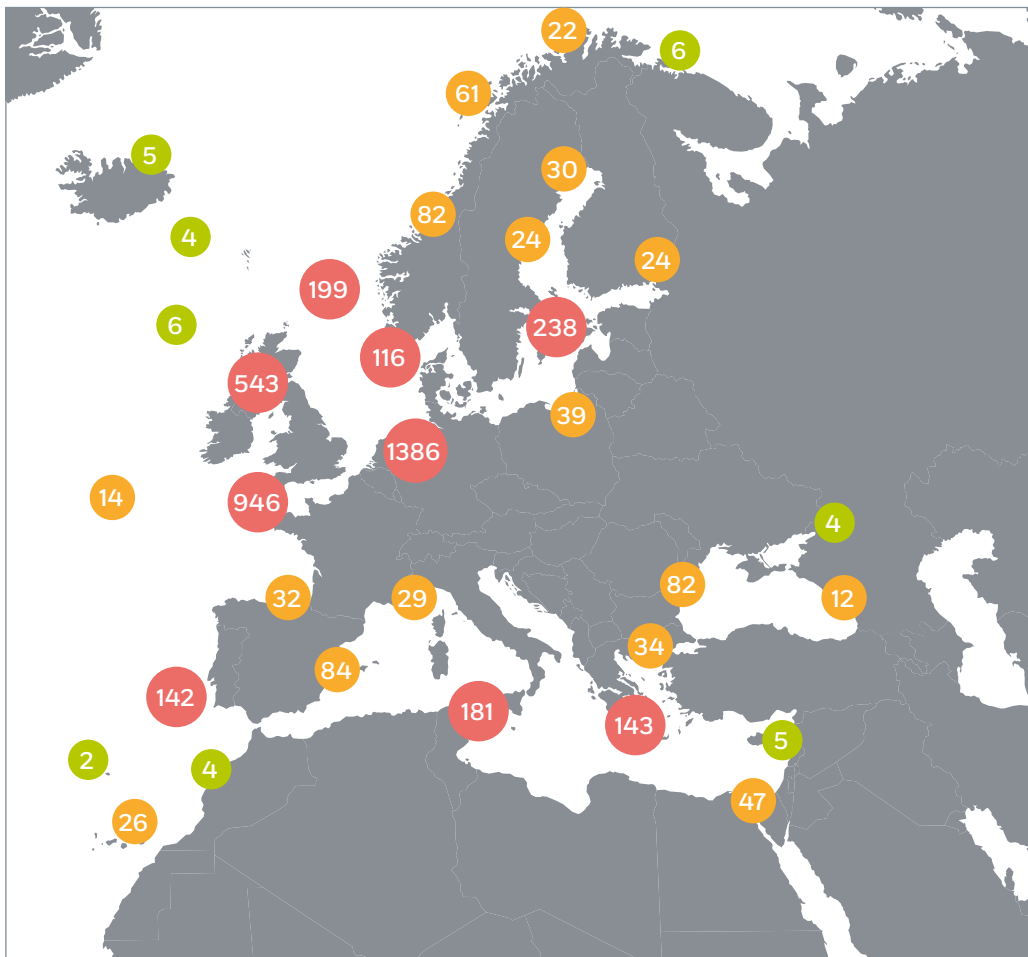
In figure 35, inland waters, repair yard and unknown cases have been grouped under the category “other”.

More than 50% of the occurrences happened in internal waters (archipelago, fairway, channel, river or port area).



Contact, SIRENA SEAWAYS, 26 June 2013, serious casualty, no injuries, ship damaged.

Figure 37: Distribution of accidents within the territorial sea and internal waters of EU States



TERRITORIAL SEA refers to the area within which a coastal State exercises sovereignty, which is beyond its land territory and internal waters and, in the case of an archipelagic State, its archipelagic waters, covering an adjacent belt of the sea. It is a belt of coastal water extending at most 12 nautical miles (22.2 km; 13.8 mi) from the baseline (usually the mean low-water mark) of a coastal State.

Figure 38: Distribution of accidents in the Atlantic Coast, North Sea and English Channel

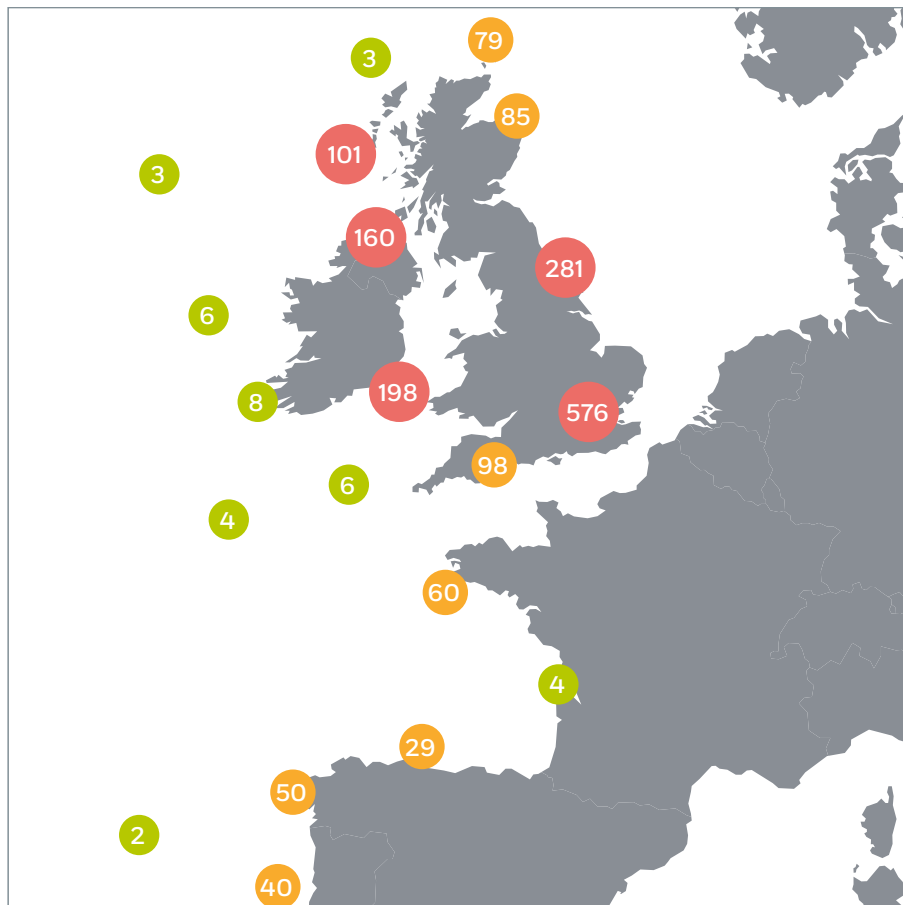


Figure 39: Distribution of accidents in the Baltic Sea and approaches

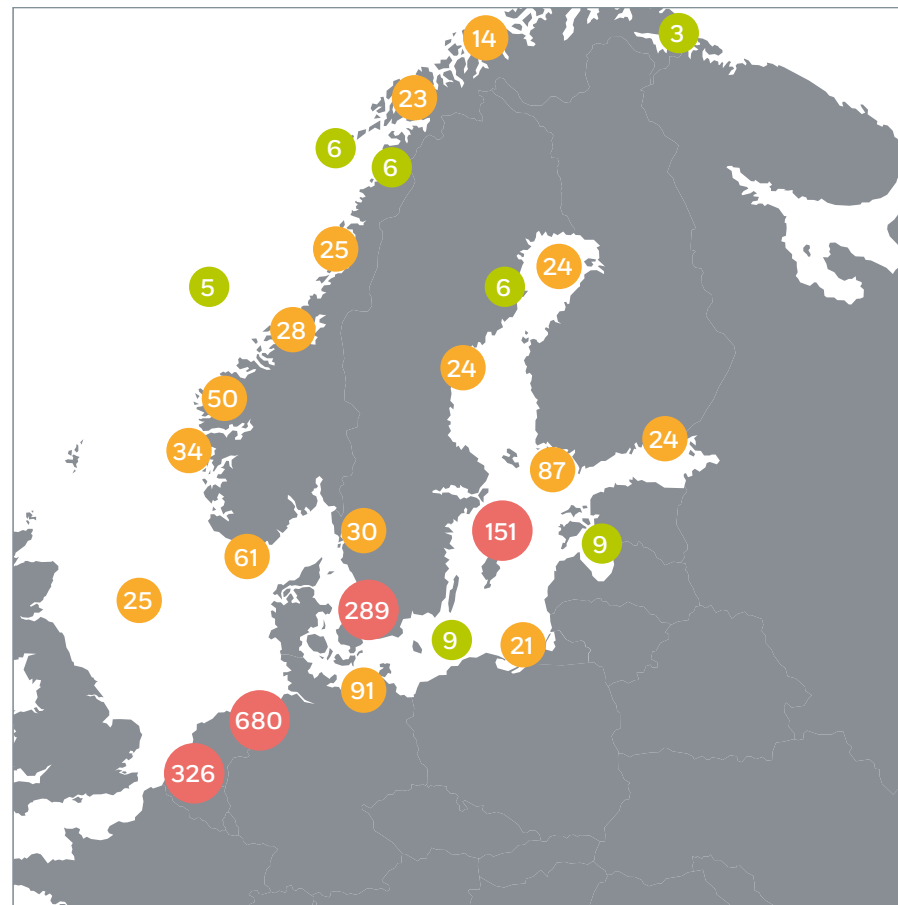
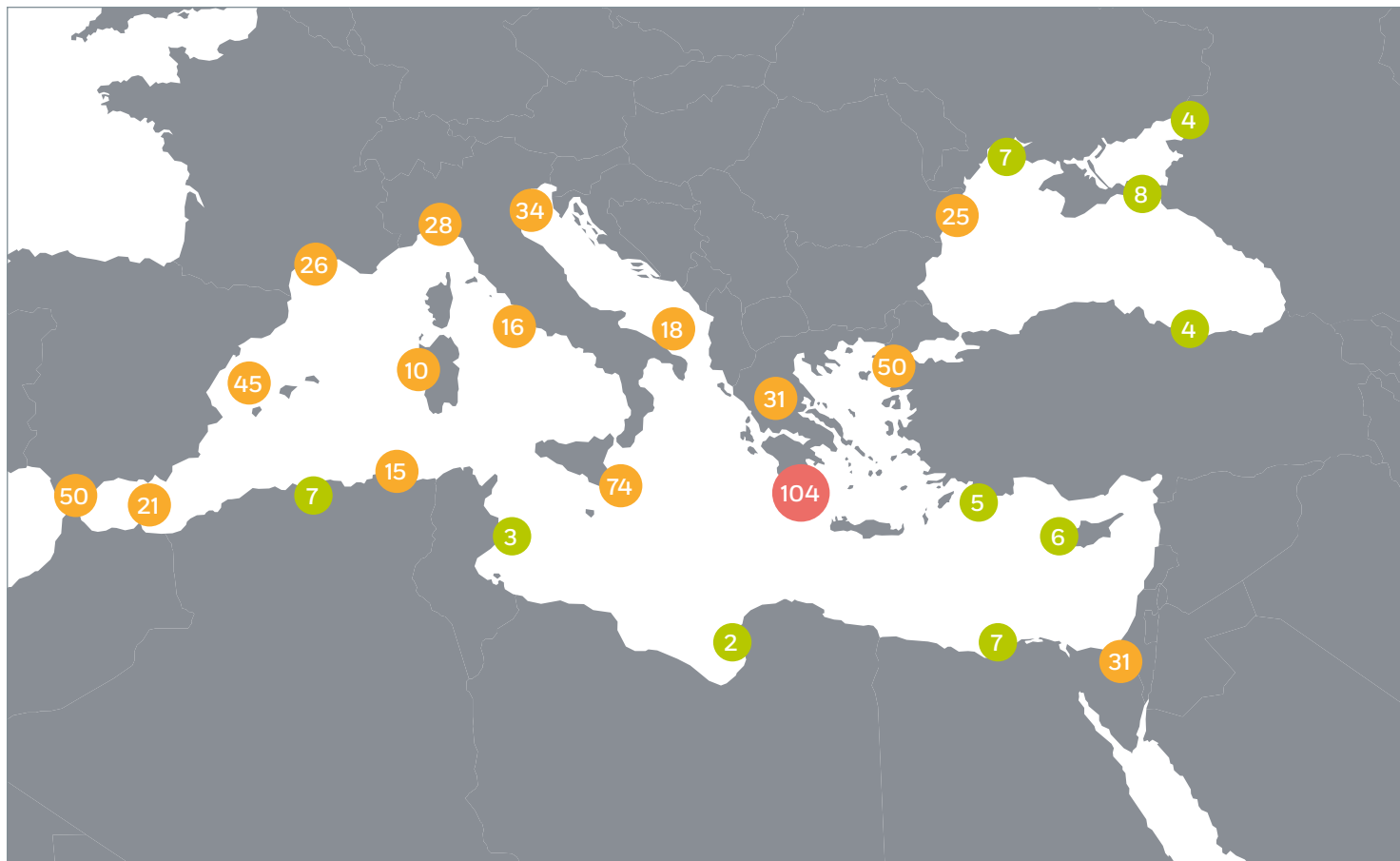


Figure 40: Distribution of accidents in the Mediterranean Sea and Black Sea



CHAPTER 7

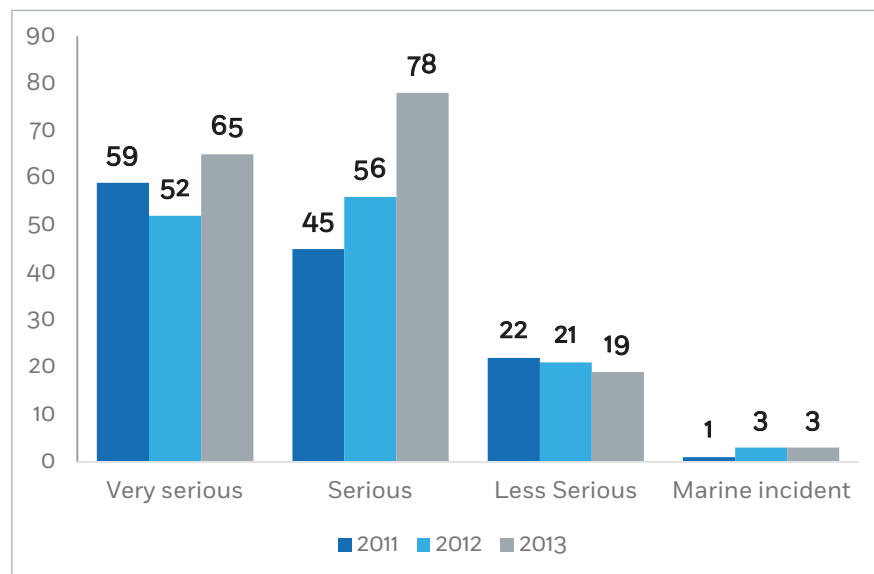
**ACTIONS TAKEN BY THE
ACCIDENT INVESTIGATION BODIES**



Grounding, MERLE, flag COOK ISLANDS, 19 January 2013

This chapter describes the activities undertaken by the accident investigation bodies of EU Member States regarding the investigations performed, reports published and safety recommendations issued.

Figure 41: Number of investigations launched



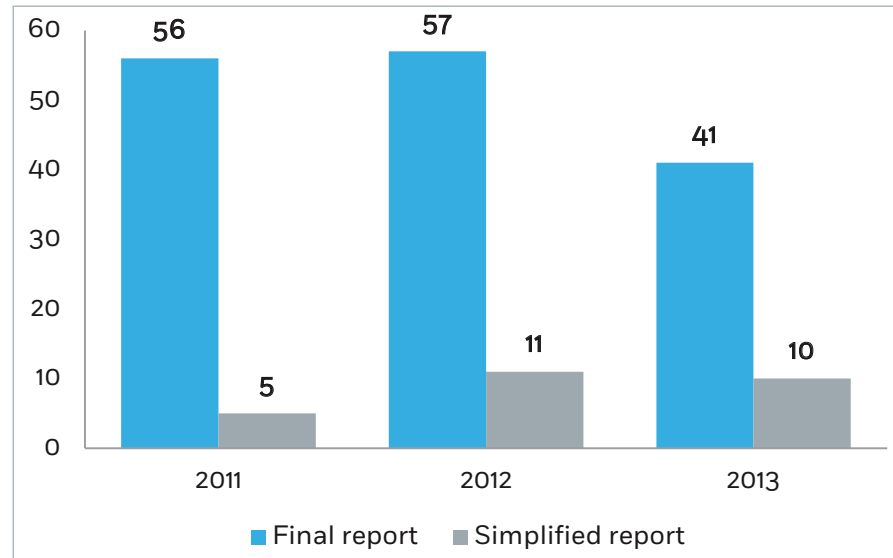
A **MARINE SAFETY INVESTIGATION** means an investigation into a marine casualty or marine incident, conducted with the objective of preventing marine casualties and marine incidents in the future. The investigation includes the collection and analysis of evidence, the identification of causal factors and the making of safety recommendations as necessary.

MARINE SAFETY INVESTIGATION AUTHORITY refers to a State Authority that is responsible for conducting safety investigations. Within EU Member States, such Authorities are called “accident investigation bodies”.

A total of 424 investigations were launched during the three-year period, with an equal percentage (42%) of very serious accidents and serious accidents.

The number of very serious casualties investigated in figure 41 is lower than the 209 very serious casualties reported. This difference is explained by the obligation to investigate all very serious casualties only after 17 June 2011 (date of implementation of the accident investigation Directive 2009/18/EC). From 1/1/2011 to 17/06/2011, some 30 very serious accidents were not investigated by accident investigation bodies. If they were investigated by a maritime authority, as was the practice before 17 June 2011, they were not reported to EMCIP.

Figure 42: Number of investigation reports published



A **MARINE SAFETY INVESTIGATION REPORT** is a report that contains:

- a summary outlining the basic facts of the marine casualty or marine incident and stating whether any deaths, injuries or pollution occurred as a result
- the identity of the flag State, owners, operators, the company as identified in the safety management certificate, and the classification society (subject to any national laws concerning privacy)
- where relevant the details of the dimensions and engines of any ship involved, together with a description of the crew, work routine and other matters, such as time served on the ship
- a narrative detailing the circumstances of the marine casualty or marine incident
- analysis and comment on the causal factors including any mechanical, human and organisational factors

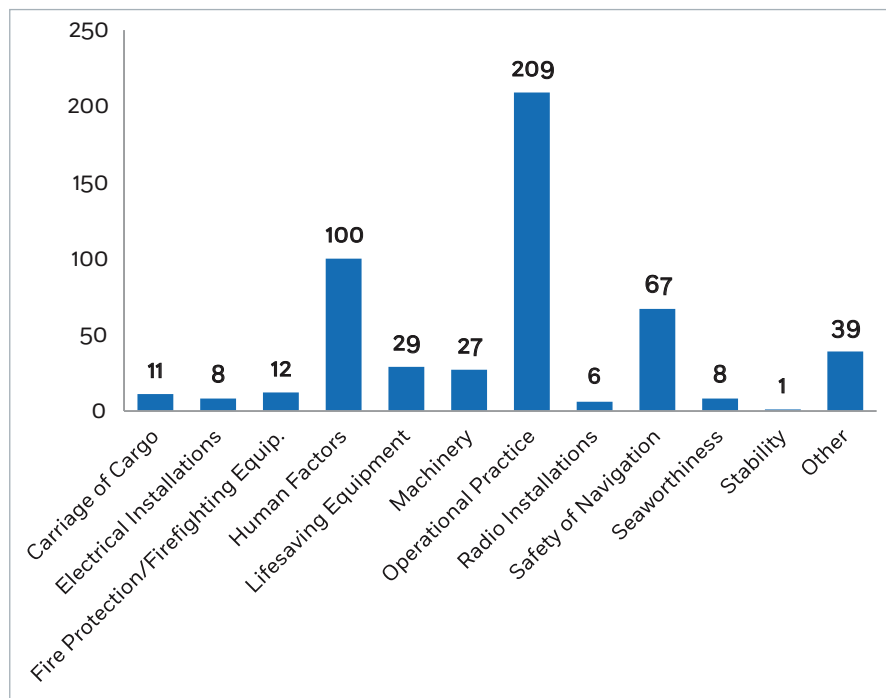
- a discussion of the marine safety investigation's findings, including the identification of safety issues, and the marine safety investigation's conclusions, and
- where appropriate, recommendations with a view to preventing future marine casualties and marine incidents.

180 investigation reports were published during the three-year period. The type of report whether final or simplified is decided by the accident investigation body depending on the severity of the occurrence and/or the potential to lead to prevention of future casualties.

The list of all investigation reports published in EMCIP as per Article 17 of the accident investigation Directive 2009/18/EC can be found in Appendix 2 of this publication.

Additional investigation reports can be found on the websites of the accident investigation bodies. However, these were not included in this list as they were not available in EMCIP when the data for this publication was extracted or because they relate to cases not covered by the scope of the accident investigation Directive 2009/18/EC (for example vessel categories not covered include fishing vessels below 15m length, recreational craft, inland waterway vessels in inland navigation, etc.).

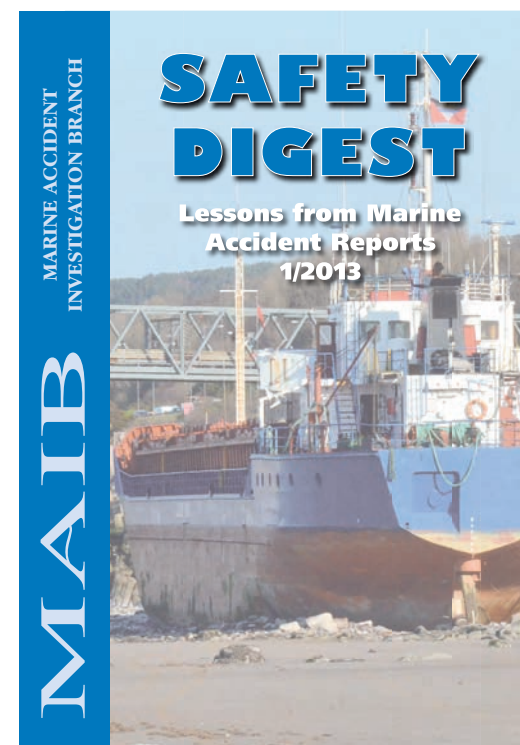
Figure 43: Number of safety recommendations issued per focus area



A **SAFETY RECOMMENDATION** is derived from the analysis and conclusions of the investigation and is related to particular subject areas, such as legislation, training, maintenance, etc. They are addressed to those best placed to implement them, such as ship owners, maritime authorities, etc.

A total of 330 safety recommendations have been issued. As shown in figure 43, they covered a total of 517 focus areas, 40% of them related to operational practices.

Besides the mandatory publication of the investigation reports, some EU Member States produce other safety publications.



APPENDICES



Grounding in North Wales, CARRIER, Antigua and Barbuda flag, 3 April 2012

APPENDIX 1

ACRONYMS

AI body: accident investigation body

EMSA: European Maritime Safety Agency

EMCIP: European Marine Casualty Information Platform

EU: European Union

EC: European Commission

IMO: International Maritime Organization

SAR: Search and Rescue



Consequences of a fire at night during rough weather (12 m height waves, 100km/h wind), BRITANNIA SEAWAYS, 16 Nov 2013, less serious occurrence, no injuries, ship damaged, cargo damaged, no pollution.

DEFINITIONS: IMO CODE, DIRECTIVE 2009/18/EC, EMCIP TAXONOMY

Specific terms used in this publication are also used for marine safety investigation purposes and have the following meanings:

1. **Casualty events** are unwanted events in which there was some kind of energy release with impact on people and/or ship including its equipment and its cargo or environment. They are classified in:

- **Capsizing/Listing** is a casualty where the ship no longer floats in the right-side-up mode due to: negative initial stability (negative metacentric height), or transversal shift of the centre of gravity, or the impact of external forces.
 - **Capsizing** when the ship is tipped over until disabled;
 - **Listing** when the ship has a permanent heel or angle of loll.

- **Collision** - a casualty caused by ships striking or being struck by another ship, regardless of whether the ships are underway, anchored or moored. This type of casualty event does not include ships striking underwater wrecks. The collision can be **with other ship** or **with multiple ships** or **ship not underway**.

- **Contact** - a casualty caused by ships striking or being struck by an external object. The objects can be: **Floating object (cargo, ice, other or unknown)**; **Fixed object**, but not the sea bottom; or **Flying object**.

- **Damage to equipment** - damage to equipment, system or the ship not covered by any of the other casualty type.

- **Grounding/stranding** - a moving navigating ship, either under command, under **Power**, or not under command, **Drift(ing)**, striking the sea bottom, shore or underwater wrecks.

■ **Fire/explosion** - an uncontrolled ignition of flammable chemicals and other materials on board of a ship:

- **Fire** is the uncontrolled process of combustion characterised by heat or smoke or flame or any combination of these.
- **Explosion** is an uncontrolled release of energy which causes a pressure discontinuity or blast wave.

■ **Flooding/foudering** is a casualty event when the ship is taking water on board.

- **Foundering** will be considered when the vessel has sunk. Foundering should only be regarded as the first casualty event if we do not know the details of the flooding which caused the vessel to founder. In the chain of events foundering can be the last casualty event in this case there is the need to add accidental events.
- **Flooding** – refers to a casualty when a vessel takes water on board and can be:
 - **Progressive** if the water flow is gradual.
 - **Massive** if the water flow is extensive.

■ **Hull failure** - a failure affecting the general structural strength of the ship.

■ **Loss of control** - a total or temporary loss of the ability to operate or manoeuvre the ship, failure of electric power, or to contain on board cargo or other substances:

- **Loss of electrical power** is the loss of the electrical supply to the ship or facility;
- **Loss of propulsion power** is the loss of propulsion because of machinery failure;
- **Loss of directional control** is the loss of the ability to steer the ship;
- **Loss of containment** is an accidental spill or damage or loss of cargo or other substances carried on board a ship.

■ **Missing** - a casualty to a ship whose fate is undetermined with no information having been received on the loss and whereabouts after a reasonable period of time.

■ **Non-accidental events** are intentional events as a result of illegal or hostile acts therefore they are not marine casualties or incidents. They are:

- **Acts of war**, any act, against a ship or the people on board, by a State that would effectively terminate the normal international law of peacetime and activate the international law of war
- **Criminal acts**, any crime, including an act, omission, or possession under the laws of a State or local government, which poses a substantial threat to people on board of a ship or to property (e.g. terrorism, sabotage, piracy)
- **Illegal discharge** is an intentional discharge of polluting substances, oil or other noxious substances, from ships, and
- **other**, other intentional act that incur loss of or damage to a ship or environmental damage or harm to people on board.

Non-accidental events are not considered as marine casualties or incidents and are not covered by the scope of the Accident Investigation Directive (2009/18/EC).

2. A **coastal State** means a State in whose territory, including its territorial sea, a marine casualty or marine incident occurs.

3. Occupational accidents are grouped under “**Deviations**”, which consist in the description of the event deviating from normality leading to the accident:

■ Deviation due to electrical problems, explosion, fire - Not specified

- Electrical problem due to equipment failure - leading to indirect contact
- Electrical problem - leading to direct contact
- Explosion

- Fire, flare up
- Other Deviations not listed above

■ Deviation by overflow, overturn, leak, flow, vaporisation, emission

- Solid state - overflowing, overturning
- Liquid state - leaking, oozing, flowing, splashing, spraying
- Gaseous state - vaporisation, aerosol formation, gas formation
- Pulverulent material - smoke generation, dust/particles in suspension/ emission of
- Other Deviations not listed above

■ Breakage, bursting, splitting, slipping, fall, collapse of Material Agent

- Breakage of material - at joint, at seams
- Breakage, bursting - causing splinters (wood, glass, metal, stone, plastic, others)
- Slip, fall, collapse of Material Agent - from above (falling on the victim)
- Slip, fall, collapse of Material Agent - from below (dragging the victim down)
- Slip, fall, collapse of Material Agent - on the same level
- Other deviations not listed above

■ Loss of control (total or partial) of machine, means of transport or handling equipment, handheld tool, object, animal

- Loss of control (total or partial) - of machine (including unwanted start-up) or of the material being worked by the machine
- Loss of control (total or partial) - of means of transport or handling equipment, (motorised or not)
- Loss of control (total or partial) - of hand-held tool (motorised or not) or of the material being worked by the tool
- Loss of control (total or partial) - of object (being carried, moved, handled, etc.)

- Loss of control (total or partial) - of animal
- Other Deviations not listed above

■ Slipping - Stumbling and falling - Fall of persons

- Fall of person - to a lower level
- Slipping - Stumbling and falling - Fall of person - on the same level
- Fall overboard of person
- Other deviations not listed above

■ Body movement without any physical stress (generally leading to an external injury)

- Walking on a sharp object
- Kneeling on, sitting on, leaning against
- Being caught or carried away, by something or by momentum
- Uncoordinated movements, spurious or untimely actions
- Other Deviations not listed above

■ Body movement under or with physical stress (generally leading to an internal injury)

- Lifting, carrying, standing up
- Pushing, pulling
- Putting down, bending down
- Twisting, turning
- Treading badly, twisting leg or ankle, slipping without falling
- Other Deviations not listed above

■ Shock, fright, violence, aggression, threat, presence

- Shock, fright
- Violence, aggression, threat - between company employees subjected to the employer's authority

- Violence, aggression, threat - from people external to the company towards victims performing their duties
- Aggression, jostle - by animal
- Presence of the victim or of a third person in itself creating a danger for oneself and possibly others
- Other Deviations not listed above

■ Other Deviations not listed above in this classification.

4. **Flag State** means a State whose flag a ship is entitled to fly.

5. A **marine casualty** means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship:

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

However, a marine casualty does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

6. A **marine incident** means an event, or sequence of events, other than a marine casualty, which has occurred directly in connection with the operations of a ship that endangered, or, if not corrected, would endanger the safety of the ship, its occupants or any other person or the environment.

However, a marine incident does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment.

7. A **marine safety investigation** means an investigation or inquiry into a marine casualty or marine incident, conducted with the objective of preventing marine casualties and marine incidents in the future. The investigation includes the collection and analysis of evidence, the identification of causal factors and the making of safety recommendations as necessary.

8. A **marine safety investigation report** means a report that contains:

1. A summary outlining the basic facts of the marine casualty or marine incident and stating whether any deaths, injuries or pollution occurred as a result
2. The identity of the flag State, owners, operators, the company as identified in the safety management certificate, and the classification society (subject to any national laws concerning privacy)
3. Where relevant the details of the dimensions and engines of any ship involved, together with a description of the crew, work routine and other matters, such as time served on the ship
4. A narrative detailing the circumstances of the marine casualty or marine incident
5. Analysis and comment on the causal factors including any mechanical, human and organizational factors
6. A discussion of the marine safety investigation's findings, including the identification of safety issues, and the marine safety investigation's conclusions, and
7. Where appropriate, recommendations with a view to preventing future marine casualties and marine incidents.

9. **Marine safety investigation authority** means an authority in a State, responsible for conducting investigations in accordance with the IMO Code. Within an EU Member State, in accordance with the EU Directive, such an Authority is called an "accident investigation body".

10. A **material damage** in relation to a marine casualty means:

1. Damage that:
 - Significantly affects the structural integrity, performance or operational characteristics of marine infrastructure or a ship, and
 - Requires major repair or replacement of a major component or components, or
2. Destruction of the marine infrastructure or ship.

11. An **occupational accident** type means the mode in which a person (crewmember, passenger or other person) was injured or killed, which can be:

- Accident
- Accident not related to ship operations
- Illness
- Suicide/homicide
- Unknown

Illness, suicide and homicides are not covered by the scope of the Directive 2009/18/EC.

12. The term “**serious casualty**” shall be understood in accordance with the updated definition contained in Circular MSC-MEPC.3/Circ.3 of the IMO Maritime Safety Committee and Marine Environment protection Committee of 18 December 2008; it says:

Serious casualties are casualties to ships which do not qualify as very serious casualties and which involve a fire, explosion, collision, grounding, contact, heavy weather damage, ice damage, hull cracking, or suspected hull defect, etc., resulting in:

- Immobilization of main engines, extensive accommodation damage, severe

structural damage, such as penetration of the hull under water, etc., rendering the ship unfit to proceed*, or

- Pollution (regardless of quantity), and/or
- A breakdown necessitating towage or shore assistance.

* The ship is in a condition, which does not correspond substantially with the applicable conventions, presenting a danger to the ship and the persons on board or an unreasonable threat of harm to the marine environment.

13. A **serious injury** means an injury which is sustained by a person, resulting in incapacitation where the person is unable to function normally for more than 72 hours, commencing within seven days from the date when the injury was suffered.

14. A **severe damage to the environment** means damage to the environment which, as evaluated by the State(s) affected, or the flag State, as appropriate, produces a major deleterious effect upon the environment.

15. **Substantially interested State** means a State:

1. Which is the flag State of a ship involved in a marine casualty or marine incident, or
2. Which is the coastal State involved in a marine casualty or marine incident, or
3. Whose environment was severely or significantly damaged by a marine casualty (including the environment of its waters and territories recognised under international law), or
4. Where the consequences of a marine casualty or marine incident caused, or threatened, serious harm to that State or to artificial islands, installations, or structures over which it is entitled to exercise jurisdiction, or
5. Where, as a result of a marine casualty, nationals of that State lost their lives or received serious injuries, or
6. That has important information at its disposal that the marine safety investigating State(s) consider useful to the investigation, or
7. That for some other reason establishes an interest that is considered significant by the marine safety investigating State(s).

16. **Territorial sea** is defined by section 1 of Part II of the United Nations Convention on the Law of the Sea, which says:

The sovereignty of a coastal State extends, beyond its land territory and internal waters and, in the case of an archipelagic State, its archipelagic waters, to an adjacent belt of sea, described as the territorial sea.

17. A **very serious marine casualty** means a marine casualty involving the total loss of the ship or a death or severe damage to the environment.

Other definitions could be found within the:

IMO Code for the Investigation of Marine Casualties and Incidents shall mean the Code for the investigation of Marine Casualties and Incidents annexed to resolution A.849(20) of the IMO Assembly of 27 November 1997. + RESOLUTION MSC.255(84) (adopted on 16 May 2008) ADOPTION OF THE CODE OF THE INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES FOR A SAFETY INVESTIGATION INTO A MARINE CASUALTY OR MARINE INCIDENT (CASUALTY INVESTIGATION CODE)

+ RESOLUTION A.1075(28) adopted on 24 February 2014

The scope of the Accident Investigation Directive 2009/18/EC can be found in its Article 2.

Other information can be found on: emsa.europa.eu or on emcipportal.jrc.ec.europa.eu

APPENDIX 2

ACCIDENTS THAT OCCURRED IN 2011

Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
11/02/2011	DRAGON BOAT	Recreational Craft - Motorboat	Capsizing/Listing	DMAIB
16/02/2011	MAUPITI EXPRESS 2	Passenger Ship	Grounding/Stranding	BEAmer
27/02/2011	ERIKA	Fishing Vessel (Seiner)	Occupational Accident	DMAIB
13/03/2011	FORTH GUARDSMAN	Service Ship	Occupational Accident	MAIB
05/04/2011	CORINTHIAN II	Passenger Ship	Damage to ship or equipment	CIAIM
15/04/2011	CMA CGM CHRISTOPHE COLOMB	Container Ship	Damage to ship or equipment	BEAmer
07/05/2011	PATRICK	Fishing Vessel (Trawler)	Flooding/Foundering	DMAIB
11/05/2011	CROIX DU SUD 1	Fishing Vessel (Liner)	Grounding/Stranding	BEAmer
19/06/2011	SY ALLURES	Recreational Craft - Motorboat	Damage to ship or equipment	AET
25/06/2011	SVITZER FERRIBY - SAFFIER	Tug - Bulk Carrier	Collision	MAIB
26/06/2011	FRANK W - LILLY	General Cargo -Fishing vessel (Trawler)	Collision	DMAIB
03/07/2011	MORRABORG	General Cargo	Occupational Accident	SAIA
09/07/2011	ROQUE DEL ÁGUILA	Fishing vessel	Flooding/Foundering	CIAIM
17/07/2011	CSL TRIMNES	Bulk Carrier	Grounding/Stranding	MSIU
17/07/2011	LADY LUCK	Recreational Craft - Motorboat	Flooding/Foundering	MSIU
21/07/2011	ALGARVE	General Cargo	Occupational Accident	MSIU
22/07/2011	UNION NEPTUNE	General Cargo	Capsizing/Listing	BEAmer
22/07/2011	BLUE NOTE	General Cargo	Damage to ship or equipment	MAIB
01/08/2011	BALTIA	Bulk Carrier	Occupational Accident	MSIU
03/08/2011	ERNEST BEVIN	Passenger and RoRo Cargo	Occupational Accident	MAIB
03/08/2011	KARIN SCHEPERS	Container Ship	Grounding/Stranding	MAIB
05/08/2011	KADMOS	Bulk Carrier	Flooding/Foundering	MSIU
05/08/2011	KAIE	General Cargo	Occupational Accident	MSIU

Annual Overview of Marine Casualties and Incidents 2014

Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
07/08/2011	AQUA VISTA	Passenger Ship	Grounding/Stranding	BEAmer
13/08/2011	LE PALAIS	Passenger Ship	Occupational Accident	BEAmer
14/08/2011	EUROFERRYS PACIFIA	Passenger Ship	Contact	CIAIM
23/08/2011	KAROLINE	General cargo	Occupational Accident	MSIU
23/08/2011	SD NIMBLE	Tug	Damage to ship or equipment	MAIB
23/08/2011	OCEAN RANGER	General Cargo	Fire/Explosion	MSIU
25/08/2011	STARLIGHT RAYS	Fishing vessel (Trawler)	Occupational Accident	MAIB
28/08/2011	KIHADA	Oil Tanker	Occupational Accident	DMAIB
30/08/2011	MAR CRISTINA	Oil Tanker	Fire/Explosion	MSIU
06/09/2011	CLIPPER SUND	Chemical Tanker	Fire/Explosion	AIBN
10/09/2011	GOLDEN TRADER - VIDAR	Bulk Carrier – Fishing Vessel	Collision	MSIU
11/09/2011	OCEAAN VII – SCH333	Fishing Vessel (Trawler)	Occupational Accident	NSI
15/09/2011	NORDLYS	Passenger Ship	Fire/Explosion	AIBN
17/09/2011	AGGELOS B	Bulk Carrier	Occupational Accident	MSIU
20/09/2011	PERE BRIANT	Fishing Vessel (Seiner)	Fire/Explosion	BEAmer
28/09/2011	TAUCHER O.WULF 5	Tug	Occupational Accident	BSU
29/09/2011	PURKI	Container Ship	Occupational Accident	MSIU
04/10/2011	BALKAN	Container Ship	Fire/Explosion	MSIU
05/10/2011	MOON CLIPPER	Passenger Vessel	Contact	MAIB
07/10/2011	ARIANA	Bulk Carrier	Occupational Accident	MSIU
14/10/2011	LIBERTY TERCERO	Recreational Craft - Motorboat	Fire/Explosion	CIAIM
20/10/2011	ANKARA – REINA 1	Passenger and RoRo Cargo -General Cargo	Collision	MSIU
27/10/2011	SCOT PIONEER	General Cargo	Occupational Accident	MAIB
01/11/2011	GOLUB – JOERG N	Fishing Vessel (Trawler) – General Cargo	Collision	MSIU
15/11/2011	CABRERA - HARUKAZE	Bulk Carrier - Tug	Occupational Accident	MSIU
16/11/2011	KILSTROOM - MARTIN	General Cargo – General Cargo	Collision	TSB
21/11/2011	CAMERON	Special Purpose Ship	Occupational Accident	MAIB
22/11/2011	MOL EFFICIENCY - SPLITTNES	Container Ship – Bulk Carrier	Collision	BSU
27/11/2011	SWANLAND	General Cargo	Hull Failure	MAIB

Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
27/11/2011	NORCAPE	RoRo Cargo	Grounding/Stranding	MAIB
11/12/2011	HYUNDAI DISCOVERY – ACX HIBISCUS	Container Ship – Container Ship	Collision	MAIB
16/12/2011	TK BREMEN	General Cargo	Grounding/Stranding	BEAmer
17/12/2011	TEMPANOS	Container Ship	Occupational Accident	MAIB
18/12/2011	FABRICE DANIEL	Fishing Vessel (Trawler)	Fire/Explosion	BEAmer
18/12/2011	WESTSUND – AARSLEFF JACK III - JOHANNA	Tug – Barge – Container Ship	Contact	DMAIB
19/12/2011	ALEX D - JACOBA	Cargo Ship – Fishing Vessel	Collision	MSIU
20/12/2011	PIRATE QUEEN	Passenger Ship	Grounding/Stranding	IE/MCIB
29/12/2011	TRANS SCANDIC	Chemical Tanker	Loss of control	MSIU

ACCIDENTS THAT OCCURRED IN 2012

Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
04/01/2012	KOTA TENAGA - SEEB	Container Ship – Oil Tanker	Collision	MSIU
09/01/2012	MAERSK CHAMPION	Offshore Supply Ship	Fire/Explosion	DMAIB
10/01/2012	JEAN CLAUDE COULON 2	Fishing Vessel (Trawler)	Occupational Accident	BEAmer
13/01/2012	COSTA CONCORDIA	Passenger Vessel	Contact	IT/MCIB
13/01/2012	ST AMANT	Fishing Vessel (Dredger)	Occupational Accident	MAIB
15/01/2012	MFV TIT BONHOMME	Fishing Vessel (Trawler)	Grounding/Stranding	IE/MCIB
16/01/2012	DETTE G	Container Ship	Occupational Accident	MAIB
18/01/2012	JESSICA LUCIE	Fishing Vessel (Trawler)	Flooding/Foundering	BEAmer
18/01/2012	STROMBUS	Service Ship	Occupational Accident	DMAIB
23/01/2012	BARGARA	Bulk Carrier	Occupational Accident	MSIU
03/02/2012	HALDOZ	Chemical Tanker	Loss of control	MSIU
05/02/2012	CAPTAIN IVAN VIKULOV	General Cargo	Fire/Explosion	MSIU
08/02/2012	FERUZ	Ro-Ro Cargo	Grounding/Stranding	MSIU
17/02/2012	PADNA	General Cargo	Damage to ship or equipment	MSIU

Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
10/03/2012	TIMOR STREAM - SEAGATE	Refrigerated Cargo – Bulk Carrier	Collision	MAIB
11/03/2012	KADRI	General Cargo	Occupational Accident	MSIU
20/03/2012	ZEYCAN ANA	General Cargo	Occupational Accident	MSIU
24/03/2012	GAS ARTIC – SPRING BOK	Liquefied Gas Tanker - Refrigerated Cargo	Collision	MAIB
27/03/2012	ANNA MÆRSK	Container Ship	Occupational Accident	DMAIB
29/03/2012	SAGA SAPPHIRE	Passenger Vessel	Occupational Accident	MAIB
30/03/2012	AZAMARA QUEST	Passenger Ship	Fire/Explosion	MSIU
01/04/2012	LAUREN L	Passenger Ship	Grounding/Stranding	MSIU
03/04/2012	CARRIER	General Cargo	Grounding/Stranding	MAIB
09/04/2012	PERE MILO – LADY OZGE	Fishing Vessel (Trawler) – Chemical Tanker	Collision	BEAmer
11/04/2012	CELEBRITY CONSTELLATION	Passenger Ship	Occupational Accident	MSIU
18/04/2012	CMA CGM CHOPIN	Container Ship	Grounding/Stranding	BEAmer
22/04/2012	NAUSICAA – SALVATORE CAFIERO	Fishing Vessel (Trawler) – Bulk Carrier	Collision	BEAmer
26/04/2012	NICOLAI MAERSK	Container Ship	Occupational Accident	DMAIB
26/04/2012	HELLENIC SEA	Bulk Carrier	Fire/Explosion	MSIU
03/05/2012	NILS HOLGERSSON - URD	Passenger Vessel – Passenger Vessel	Collision	MSIU
25/06/2012	FLASH	Bulk Carrier	Grounding/Stranding	MSIU
26/06/2012	E3505 – MTS VANTAGE – PLANET V	Floating Platform – Tug – General Cargo	Collision	DSB
28/06/2012	SKULD	Tug	Contact	DMAIB
02/07/2012	COASTAL ISLE	General Cargo	Grounding/Stranding	MAIB
04/07/2012	SIERRA LARA – MARTINEZ SEGUNDO	Refrigerated Cargo - Fishing Vessel (Trawler)	Collision	CIAIM
12/07/2012	ARUNI RICKMERS – BLUE ANGEL	Container Ship – Bulk carrier	Collision	MSIU
20/07/2012	ZIM RIO GRANDE	Container Ship	Fir/Explosion	MSIU
24/07/2012	ALESSANDRO VOLTA	Worksite Craft	Fire/Explosion	BEAmer
26/07/2012	STELLA	General Cargo	Grounding/Stranding	MSIU
28/07/2012	TORRE GIULIA	Fishing Vessel (Seiner)	Occupational Accident	BEAmer
31/07/2012	GUILLEMOT	Passenger Vessel	Grounding/Stranding	BEAmer
05/08/2012	LE BARON - VIVALDI	Fishing Vessel (Trawler) - Fishing Vessel (Trawler)	Collision	BEAmer

Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
07/08/2012	SAGA SAPPHIRE	Passenger Vessel	Fire/Explosion	MSIU
14/08/2012	JEAN ELAINE	Special Purpose Ship	Occupational Accident	MAIB
24/08/2012	MALITA	Passenger and RoRo Cargo	Loss of control - Damage to ship or equipment	MSIU
01/09/2012	CHLOE T	Fishing Vessel (Trawler)	Flooding/Foundering	MAIB
09/09/2012	FLINTER ALAND	General Cargo	Occupational Accident	DSB
15/09/2012	EUROPA II	Passenger Ship	Occupational Accident	MSIU
21/09/2012	TA'PINU	Passenger and RoRo Cargo	Damage to ship or equipment	MSIU
21/09/2012	VIKING 2	Fishing Vessel (Trawler)	Grounding/Stranding	BEAmer
25/09/2012	WILSON BLYTH	General Cargo	Occupational Accident	MSIU
09/10/2012	LOGOS HOPE	Passenger Ship	Occupational Accident	MSIU
02/10/2012	SVITZER ALMA - WAH SHAN	Tug - Bulk Carrier	Occupational Accident	MAIB
20/10/2012	BIG STONE 1	Dredger	Capsizing/Listing	DMAIB
21/10/2012	WILSON NEWPORT	General Cargo	Grounding/Stranding	MSIU
23/10/2012	NORD GOODWILL	Combination Carrier	Occupational Accident	DMAIB
26/10/2012	OSCAR WILDE - STENA EUROPE	Passenger and RoRo Cargo - Passenger and RoRo Cargo	Collision	IE/MCIB
28/10/2012	NAPOLEON BONAPARTE	Passenger and RoRo Cargo	Contact	BEAmer
09/11/2012	BILLABONG - PURHA	Fishing Vessel (Trawler) - Oil Tanker	Collision	BEAmer
15/11/2012	AMBER	Bulk Carrier	Grounding/Stranding	MAIB
21/11/2012	ISLAND PANTHER	Special Purpose Ship	Contact	MAIB
25/11/2012	TIMBERLAND	General Cargo	Occupational Accident	MAIB
25/11/2012	SAINT TUDY	Passenger and RoRo Cargo	Fire/Explosion	BEAmer
01/12/2012	CLIPPER RANGER	RoRo Cargo	Fire/Explosion	MSIU
12/12/2012	BEAUMONT	General Cargo	Grounding/Stranding	MAIB
14/12/2012	PACHUCA	Container Ship	Occupational Accident	DMAIB
22/12/2012	THEOFYLAKTOS	Bulk Carrier	Fire/Explosion	MSIU
30/12/2012	CARNIVAL SPIRIT	Passenger Ship	Fire/Explosion	MSIU

ACCIDENTS THAT OCCURRED IN 2013

Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
06/01/2013	NIN	Bulk Carrier	Damage to ship or equipment	MSIU
06/01/2013	SAGA SAPPHIRE	Passenger Ship	Flooding/Foundering	MSIU
10/01/2013	JETTE SAJ	Dredger	Capsizing/Listing	DMAIB
13/01/2013	SICHEM LILY	Chemical Tanker	Damage to ship or equipment	MSIU
16/01/2013	AMY HARRIS III	Fishing Vessel (Trawler)	Fire/Explosion	MAIB
16/01/2013	NEPTUNO	Fishing Vessel (Trawler)	Damage to ship or equipment	GPIAM
19/01/2013	MERLE	General Cargo	Grounding/Stranding	GPIAM
21/01/2013	VIA EUROS	Fishing Vessel (Seiner)	Occupational Accident	BEAmer
24/01/2013	KARINA G	General Cargo	Occupational Accident	GPIAM
27/01/2013	NORDEP	Passenger and RoRo Cargo	Fire/Explosion	SIA
28/01/2013	VIDAR	Fishing Vessel (Trawler)	Occupational Accident	MAIB
30/01/2013	CIUDAD DE CADIZ	RoRo Cargo	Grounding/Stranding	BEAmer
31/01/2013	LISA SCHULTE – CORAL ACE	Container Ship – Bulk Carrier	Collision	BSU
01/02/2013	EMMA MAERSK	Container Ship	Flooding/Foundering	DMAIB
02/02/2013	KATRE - STATENGRACHT	General Cargo –General Cargo	Collision	MSIU
07/02/2013	SETUBAL EXPRESS	RoRo Cargo	Fire/Explosion	MSIU
10/02/2013	RODIN	Passenger and RoRo Cargo	Occupational Accident	BEAmer
10/02/2013	THOMSON MAJESTY	Passenger Ship	Damage to ship or equipment	MSIU
16/02/2013	HOPA	General Cargo	Occupational Accident	MSIU
18/02/2013	CHANTACO – L'ECLIPSE	Chemical Tanker - Fishing Vessel (Dredger)	Collision	BEAmer
25/02/2013	VAGGELIO	Passenger Ship	Occupational Accident	HBMCI
26/02/2013	CELEBRITY CENTURY	Passenger Ship	Damage to ship or equipment	MSIU
02/03/2013	EMPIRE – HERM KIEPE	Container Ship – Container Ship	Collision	BSU
03/03/2013	BENCHIJIGUA EXPRESS	Passenger and RoRo Cargo	Flooding/Foundering	CIAIM
21/03/2013	ALF	Fishing Vessel (Trawler)	Occupational Accident	BEAmer
04/04/2013	MSC IRENE	Container Ship	Occupational Accident	GPIAM
04/04/2013	B GAS ETRICK	Liquified Gas Tanker	Occupational Accident	MSIU

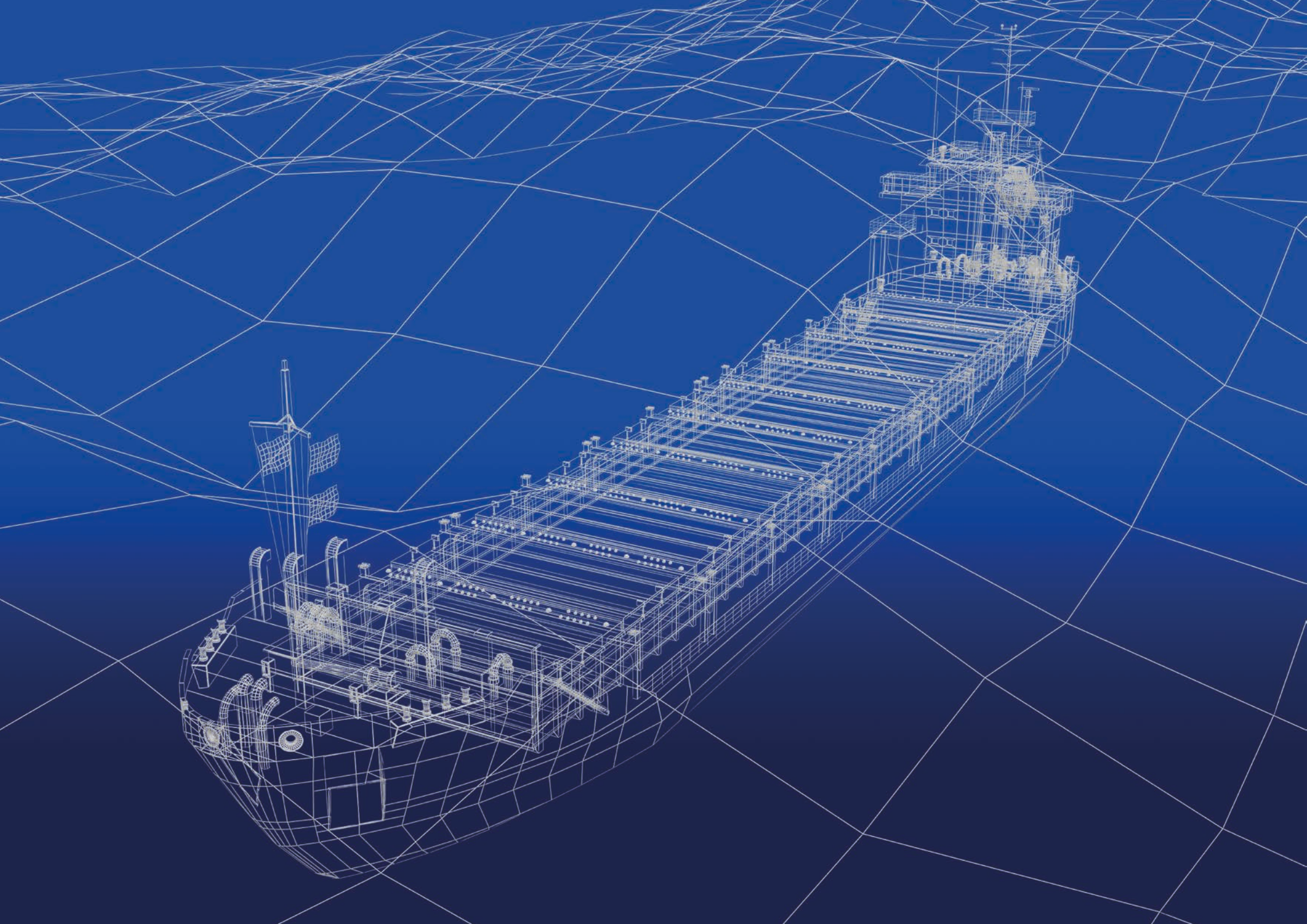
Date casualty	Name of ship	Ship Type	Type of Accident	AI Body
08/04/2013	AMBASSADEUR – LOIC-LUCAS	General Cargo - Fishing Vessel (Dredger)	Collision	BEAmer
16/04/2013	IBAIZABAL DIEZ	Tug	Occupational Accident	CIAIM
23/04/2013	VICTORIA SEAWAYS	Passenger and RoRo Cargo	Fire/Explosion	TAITS
27/04/2013	YM PLUTO	Oil Tanker	Occupational Accident	MSIU
05/05/2013	RIO GOLD	Bulk Carrier	Grounding/Stranding	MSIU
07/05/2013	JOLLY NERO	Container Ship	Contact	IT/MCIB
19/05/2013	OS BODRUM	Container Ship	Occupational Accident	MSIU
31/05/2013	WILSON LEITH	General Cargo	Damage to ship or equipment	MSIU
07/06/2013	OCEAN GLORY	General Cargo	Loss of Control	MSIU
11/06/2013	MISSISSIPPI STAR	Oil Tanker	Fire/Explosion	MSIU
13/06/2013	HAZAL	General Cargo	Occupational Accident	MSIU
14/06/2013	FRI OCEAN	General Cargo	Grounding/Stranding	MAIB
18/06/2013	EUGEN MAERSK	Container Ship	Fire/Explosion	DMAIB
22/06/2013	SIRENA SEAWAYS	Passenger and RoRo Cargo	Contact	MAIB
22/06/2013	LE BATTANT	Fishing Vessel (Trawler)	Occupational Accident	BEAmer
25/06/2013	ZENITH	Passenger Ship	Fire/Explosion	MSIU
10/07/2013	HARMONY RISE – PANAMAX BLESSING	General Cargo – Bulk Carrier	Collision	MAIS
01/08/2013	DART	Tanker (liquid non-flammable)	Grounding/Stranding	DMAIB
05/08/2013	PROSPECT	Fishing Vessel (Trawler)	Grounding/Stranding	MAIB
03/09/2013	FROMVEUR II	Passenger and General Cargo	Occupational Accident	BEAmer
17/10/2013	MAJESTY	Fishing Vessel (Trawler)	Loss of control	BEAmer
18/10/2013	PRINS BERNHARD	Fishing Vessel (Trawler)	Fire/Explosion	BEAmer
28/10/2013	STENA ALEGRA	Passenger and RoRo Cargo	Grounding/Stranding	MAIB
27/11/2013	SIGNET	Fishing Vessel (Trawler)	Occupational Accident	DMAIB

APPENDIX 3

LIST OF NATIONAL ACCIDENT INVESTIGATION BODIES

Member State	Name of the national accident investigation body	Acronym	Website
Austria	Austrian Safety Investigation Authority		www.bmvit.gv.at
Belgium	FPS Transport and Mobility Conseil d'Enquete Maritime		www.mobilit.belgium.be
Bulgaria	Directorate for Aircraft, Maritime and Railway Accident Investigation		www.mtitc.government.bg
Croatia	Air, Maritime and Railway Traffic Accident Investigation Agency		www.azi.hr
Cyprus	Marine Accidents and Incidents Investigation service	MAIS	www.shipping.gov.cy
Czech Republic	Ministry of Transport, Czech Maritime Administration Navigation Department		www.mdcr.cz
Denmark	Danish Maritime Accident Investigation Board	DMAIB	www.dmaib.com
Estonia	Estonian Safety Investigation Bureau	ESIB	www.ojk.ee
Finland	Safety Investigation Authority of Finland	SIA	www.onnettomuustutkinta.fi
France	Marine Accident Investigation Office	BEAmer	www.beamer-france.org
Germany	Federal Bureau of Maritime Casualty Investigation	BSU	www.bsu-bund.de
Greece	Hellenic Bureau Marine Casualties Investigation	HBMCI	www.hbmci.gov.gr
Hungary	Hungarian Transportation Safety Bureau	TSB	www.kbsz.hu
Iceland	Icelandic Marine Accident Investigation Board		www.rns.is
Ireland	Marine Casualty Investigation Board	IE/MCIB	www.mcib.ie
Italy	Marine Casualty Investigation Central Board	IT/MCIB	www.mit.gov.it
Latvia	Transport Accident and Incident Investigation Bureau	TAIIB	www.taiib.gov.lv
Lithuania	Transport Accident and Incident Investigation		www.sumin.lt
Luxembourg	Administration of Technical Investigations	AET	www.mt.public.lu
Malta	Marine Safety Investigation Unit	MSIU	https://mti.gov.mt
The Netherlands	Dutch Safety Board	DSB	www.safetyboard.nl
Norway	Accident Investigation Board of Norway	AIBN	www.aibn.no
Poland	State Commission on Maritime Accident Investigation	PKBWM	www.mir.gov.pl

Member State	Name of the national accident investigation body	Acronym	Website
Portugal	Maritime Accidents Investigation and Prevention Office	GPIAM	www.gpiam.mamaot.gov.pt
Romania	Marine Accidents Investigation Department		www.mt.ro
Slovenia	Maritime Accident & Incidents Investigation Services		www.telecom.gov.sk
Spain	Standing Commission for Maritime Accident and Incident Investigation	CIAIM	www.ciaim.es
Sweden	Swedish Accident Investigation Authority	SAIA	www.havkom.se
United Kingdom	Marine Accident Investigation Branch	MAIB	www.maib.gov.uk
United Kingdom / Gibraltar	Marine Accident Investigation Compliance Officer	MAICO	www.gibraltarship.com



ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency provides technical, operational and scientific assistance to the European member States in the fields of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations. The Agency contributes to the overall efficiency of maritime traffic and maritime transport.

Get in touch for more information

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