



# INCIDENT REPORTING

from a Member State perspective

*The Swedish view*



# National procedures

## Three main authorities concerned with IR:

- Swedish Coast Guard
- Swedish Maritime Administration
- Swedish Transport Agency

## National procedures for Swedish incident reporting

- IR work "started" in 2009 (SMA & STA)
- Initially - no harmonisation between authorities
- 24/7 at VTS Centre East coast from October 2011 (SMA)
- National procedures for IR in 2012? (SCG & SMA & STA)



# National procedures (cont.)

## Questions & challenges:

- Who is responsible for initiating IRs?
- When should an IR be sent?
- When should an IR NOT be sent?
- How should an IR be sent?  
(What should be reported? What template should be used?)
- Who should distribute IRs? (incoming & outgoing)

*Detail planning and discussions continue nationally*

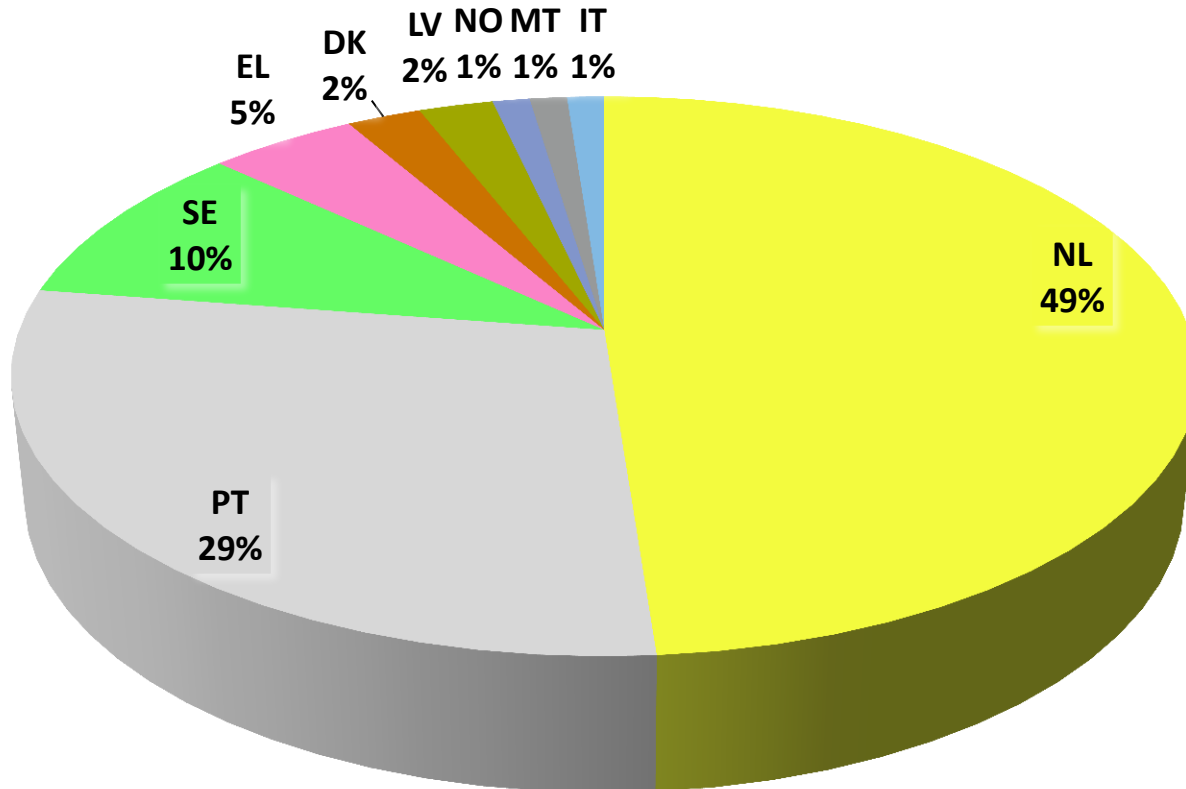


# Statistics

	Received IRs	Comments
2009	29	start and tests
2010	84*	(missing Dec)
2011	82*	(missing Jan-Mar)
2012	108	until 15 Oct 2012
2013	??	

\* No IRs 29 Nov 2010 – 31 Mar 2011

# Who sent IRs to Sweden 2010?



2010	
NL	41
PT	24
SE	8
EL	4
DK	2
LV	2
NO	1
MT	1
IT	1
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100% =	84

# What types were sent to Sweden 2010?

## Type of incident

Technical failure 65

Groundings 6

AIS 3

VHF/Reporting 2

Fire 2

Result PSC 1

Other 5

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84

## Technical failure

NL 38 58% (93% of all NL IR)

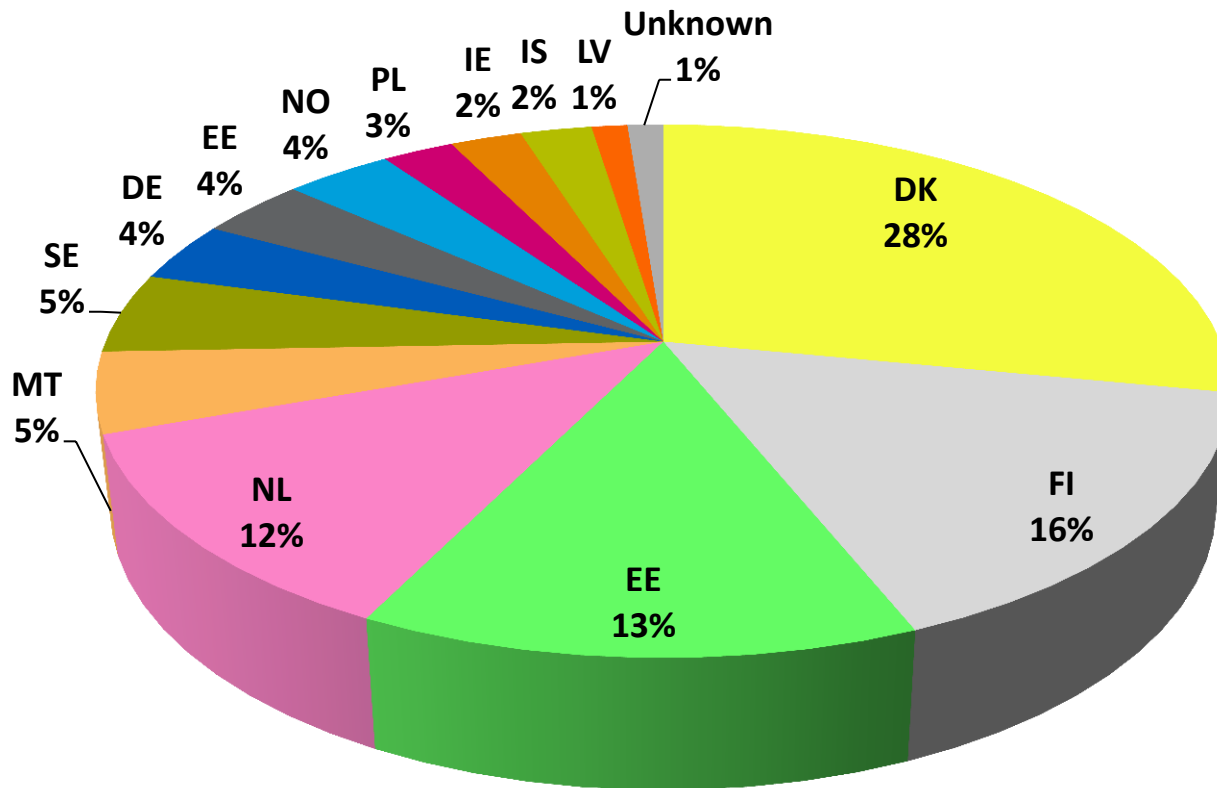
PT 22 34% (92% of all PT IR)

Others  
(EL, LV, MT, NO) 5 8%

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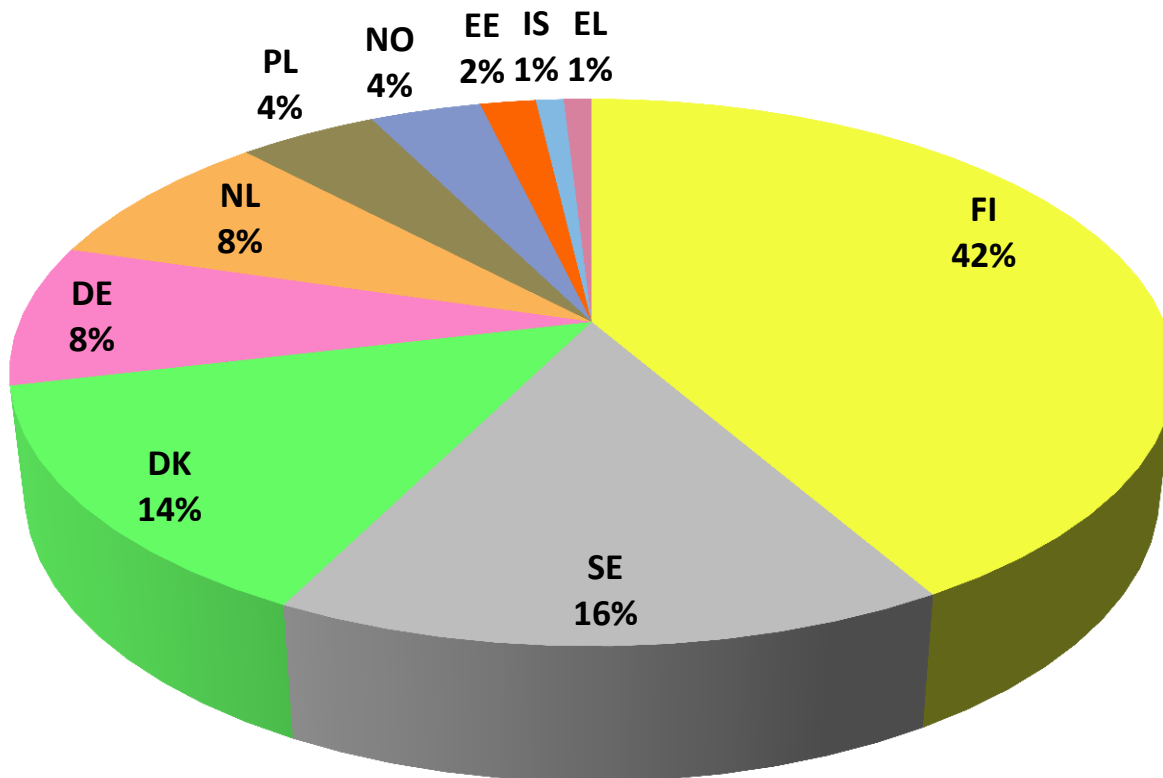
65

# Who sent IRs to Sweden 2011?



2011	
DK	23
FI	13
EE	11
NL	10
MT	4
SE	4
DE	3
EE	3
NO	3
PL	2
IE	2
IS	2
LV	1
Unknown	1
82	

# Who sent IRs to Sweden 2012?



## 2012

FI	45
SE	17
DK	15
DE	9
NL	9
PL	5
NO	4
EE	2
IS	1
EL	1
<hr/>	
	108



# Findings & observations

**IR forms differs a lot from MS to MS**

**MARITIME OFFICE GDYNIA  
VTS GULF OF GDANSK**

Polska 2 str., 81-339 Gdynia  
phone. 0048 58 667 27 27  
fax 0048 58 620 53 63  
e-mail: vtscentrum@umgdy.gov.pl

**SafeSeaNet Users**

On 16 March 2009 at 10:00 LT vessel M.V ACCURATE IMO 8320169 MMSI 477081400 c/s VRDY8 was located in AIS system about 50 NM North West of VTS Area. According to AIS data destination of vessel was GDANSK (PLGDN), ETA 16.03.2009 18:00 LT. Either Vessel Traffic Service or Gdansk Port Control did not receive notification according to Article 4 Directive 2002/59/EC and local regulations ( VTS Regulation and Gdynia Port Control Regulation).



# Netherlands Coastguard

## SafeSeaNet Alert Notification Not Under Command SITREP

Incident number + DTG

Ship name:

Call Sign:

IMO number:

MMSI number:

Home port:

Port of departure:

Port of destination

Total number of persons on board:

Ship Position / DTG:

### Weather

Wind:

Current:

Wave height:

Visibility:

Ship details:

3293

Aegean Myth

SXIQ

9348479

240517000

Piraeus

Rotterdam

Murmansk

26

52° 28.4' N 003° 31.7' E

Time: 15.34utc

DTG: 15.34utc

NNE°

035°

1 m

>10 km

17 kts

1.2 kts

5 bft



SWEDISH  
TRANSPORT  
AGENCY

Details:

15.34utc

16.18utc

POLLUTION OBSERVATION REPORT ON POLLUTERS AND COMBATABLE SPILLS  
BONN AGREEMENT AERIAL SURVEILLANCE NORTH SEA. COASTGUARDFILE:7405

1 ----- REPORTER -----

- A. REPORTING STATE : Netherlands  
B. ORGANISATION/AIRCRAFT/SHIP/PLATFORM:  
C. OBSERVER(S) FAMILY NAME : reported by ships company

2 ----- DATE AND TIME -----

- A. DATE/TIME (YYMMDD/HHMM) UTC OF OBS: 091006/10.15utc

3 ----- LOCATION OF THE POLLUTION -----

- A. BEGIN POSITION OF POLLUTION LAT/LONG: 51-45.3N/ 003-19.2E  
END POSITION OF POLLUTION LAT/LONG: N/ E  
B. TERRITORIAL WATERS : OUTSIDE

4 ----- DESCRIPTION OF THE POLLUTION -----

- A. TYPE OF SUBSTANCE DISCHARGED :oil IFO 380  
B. CUB. METERS ESTIMATED QUANTITY:5 a 6 liter  
C. LENGTH IN KM :10 m  
D. WIDTH IN KM :15 m  
E. TOTAL COVER IN % :  
F. COLOUR AND PERC.: 1  
1.SHEEN 2.RAINBOW 3.METALLIC  
4.DIS.TRUE 5.CONT.TRUE 6.OTHER

5 ----- METHOD OF DETECTION AND INVESTIGATION -----

- A. DETECTION METHOD : VIS  
B. DISCHARGE OBSERVED : yes by vessel.  
C. PHOTOGRAPHS TAKEN : unknown  
D. SAMPLES TAKEN : unknown  
E. NEED OF COMBATTING : No  
F OTHER SHIPS/PLATFORMS IN VICINITY:  
NAMES:

6 ----- WEATHER AND SEA CONDITIONS -----

- A. WIND DIRECTION :176  
B. FORCE IN BFT :3  
C. VISIBILITY IN KM :2  
D. CLOUD COVERAGE IN OCTA:8/8  
E. CURRENT DIRECTION :174

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OBSERVATION OF A DISCHARGE OF HARMFULL SUBSTANCES BY A SHIP UNDER  
ARTICLE 6(3) OF MARPOL 73/78

# SafeSeaNet SITREP Report

DATE AND TIME	11 November 2010 13:30 UTC
FROM	Swedish Transport Agency

Item	Titel	Description
A.	SITREP NUMBER IDENTITY OF CASUALTY	STA003 Ship Name: Chantaco Call sign: FMLM IMO no: 9333802 MMSI no: 228330700 Flag state: France
B.	POSITION	Lat: 56° 05,8845 N Long: 016° 33,4600 E at 14:15 UTC 11 Nov 2010
C.	SITUATION (Type of message, e.g., distress/urgency; date/time; nature of distress/urgency, e.g., fire, collision, medico)	Chantaco grounded off Oxelösund due to dragging anchor in bad weather conditions.
D.	NUMBER OF PERSONS ONBOARD	19
E.	ASSISTANCE REQUIRED	None
F.	CO-ORDINATING RCC	For further information please contact: Maritime Inspectorate Office Stockholm Phone: +46 706 81 11 24
G.	DESCRIPTION OF CASUALTY (Physical description, owner/charterer, cargo carried, passage from/to, life-saving equipment carried)	Cargo: Ballast (high sulphur vacuum gas oil (UN 1202) discharged in port of Oxelösund) Damage: Hole in water ballast tank no 1 starboard and a crack in no 3 No oil spill Port of departure: Oxelösund (SEOXE) Port of destination: Vlissingen (NLVLI)

tc sept

SUBSTANCES BY A SHIP UNDER

51° 46' 8" N 005° 20' 00" E



IPTM - Instituto Portuário e dos Transportes Marítimos, I.P.

Direcção de Serviços de Segurança Marítima  
Centro de Controlo de Tráfego Marítimo do Continente  
Edifício VTS, Av. Bonneville Franco  
2770-058 Paço de Arcos

Tel: 214464830

Fax: 214464839

e-mail: oper.vts@imarpor.pt

To:: IPTM, IP- DSSM (213914763) dsm.dns@imarpor.pt  
IPTM, IP- PSC (213914766) imp.psc@imarpor.pt  
MRCC (214401954) mrcclisboa@marinha.pt  
DGAM (213424137) dgam@marinha.pt

Number	VTS 161/2010
Date	20.05.2010

**SITREP – Communication of incident/accident**

**Directive 2002/59/EC, article 17 – Decree-law 180/2004, article 16**

Ship's name	RIMA		Nº IMO	8520226	
Call sign	9HOW9	MMSI	249295000		
Flag	MALTA	Ship type	BULK CARRIER		
Port of origin	MUNDRA				
Port of destination	FLUSHING				
LOA	174 M	GRT	17264	Draught	8.5 M
Dangerous or polluting cargoes	NIL				
Number of persons on board	23				
Meteorological conditions	E WIND 5 TO 6; GOOD VIS; E WAVES 2 TO 3 M				
Deffects or deficiencies	STEERING GEAR OUT OF ORDER				
Incidents or accidents	STOP FOR REPAIR				





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Centro de Controlo de Tráfego

Edifício VTS, Av. Bonneville Fr

2770-058 Paço de Arcos

Tel: 214464830

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To:: IPTM, IP- DSSM (2139

IPTM, IP- PSC (21391

MRCC (214401954) r

DGAM (213424137)

Admiral Danish Fleet



## SafeSeaNet Sitrep Report

TRANSMISSION: Information

DATE AND TIME  
251530 UTC

FROM: Danish Maritime Assistance  
Service

TO: SSN NCA/Operators in the Baltic  
Sea area

Directive

Ship's name

Call sign

Flag

Port of origin

Port of destination

LOA

Dangerous or pollut  
cargoes

Number of person  
board

Meteorological  
conditions

Deffects or def

Incidents or accidents

Item	Title	Description
	SITREP (001)	Information to the coastal states along the vessels route
A.	IDENTITY OF CASUALTY	IMO no.: 7231191 Name: CEMBALO Flag state: Bahamas
B.	POSITION	Kattegat
C.	SITUATION	Information: The vessel has been a ground. After damage survey on behalf of Class and flag state the vessel released with limitations. The vessel to voyage to Gryfia Shipyard bottom.



# Notification Details

## Alert (Others) Notification Details

**IMO Number :** 9319064  
**MMSI Number :** 266200000  
**Call Sign :** SFZY  
**Ship Name :** CREDO

**Sent At:** 2010-05-12 23:13:27  
**Incident Type :** Others

### Cargo Manifest Contact Details

**First Name:** Duty officer  
**Last Name:** MRCC Riga MSS Duty  
**Location:** LVRIX  
**Email:** isps1@mrcc.lv  
**Phone:** +37167082064  
**Fax:** +37167320100

### Other Information

**Details:** m / v CREDO IMO 9319064 ETD 13th 05.2010 03:00 from Riga Port to Finland (FIPOR). The ship's captain informed the AIS system is Not Working will be repair in Finland

**Close**

Item

A.

B.

C.

Ship

Call

Flag

Port

Port

LOA

Dange

cargo

Numbe

board

Meteor

conditio

Deffects

Incidents





FROM JRCC PIRAEUS		
TRANSMISSION PRIORITY (urgency/ distress)		URGENCY
DATE AND TIME (UTC)		280500/11-10 UTC
SAR SITREP No		-1 -
A	IDENTITY OF CASUALTY (όνομα πλοίου, ΔΔΣ, Σημαία)	M/V "GIANNIS M" – FLAG MALTA – CALL SIGN 9HXX8 IMO No 9437634
B	POSITION (γεωγρ.πλάτος/γεωγρ.μήκος )	LAT: 37° 42,75' N LONG: 023° 39,75 E
C	SITUATION (distress-urgency- ημερομηνία\ώρα-φύση κινδύνου π.χ. πυρκαϊά, σύγκρουση, μεταφορά ασθενή)	280220/11-10 UTC  ENGINE FAILURE
D	NUMBER OF PERSONS AT RISK	-----
E	ASSISTANCE REQUIRED	-----
F	COORDINATING RCC	JRCC PIRAEUS
G	DESCRIPTION OF CASUALTY (φυσική περιγραφή, ιδιοκτήτης/ναυλωτής, μεταφερόμενο φορτίο, πλους από προς, σωστικά μέσα κλπ)	DEPARTURE PORT: PIRAEUS DESTINATION PORT: BELGIUM CREW: 14 CARGO: 7.000 MT COAL
H	WEATHER ON-SCENE (άνεμος, κατάσταση θάλασσας κυματισμός, θερμοκρασία αέρα/ θάλασσας κάλυψη νεφών, βαρομετρική πίεση)	SW 4 - 5 BF
J	INITIAL ACTIONS TAKEN (από το σκάφος σε κίνδυνο και το RCC)	-----

Item
A.
B.
C.



## SITREP

REPORT  
NUMBER

009/2010

Transport Malta

Malta Transport Centre  
Marsa, MRS 1917  
Malta

Tel: (356) 2122 2203  
Fax: (356) 2125 0365  
Email: info.tm@transport.gov.mt

www.transport.gov.mt

TRANSMISSION PRIORITY	DISTRESS	X	URGENCY	X
DATE (mm/dd/yyyy)	11/25/2010	TIME (Local)	13:45	

A	NAME	ROSA		IMO NO.	9195860		
	FLAG	ANTIGUA AND BARBUDA		SHIP TYPE	GENERAL CARGO		
	MMSI	304176000		CALL SIGN	V20B4		
B	POSITION		LATITUDE		35°58,21' N		
			LONGITUDE		014°40,95' E		
			PORT		VALLETTA - WTW		
C	SITUATION		DATE	11/25/10		TIME	13:45
			NATURE	MAIN ENGINE FAILURE			
D	NUMBER OF PERSONS	12	DANGEROUS OR POLLUTING GOODS		NIL		
E	ASSISTANCE REQUIRED	YES	N/A	TYPE	NIL		
		NO	X				
F	COORDINATOR		VALLETTA PORT CONTROL				

# Findings & observations

## IR forms differs a lot from MS to MS

- Are IR forms in the Annexes of IR Guideline needed/requested? Minimum requested information?
- Some reports are made direct from systems.
- OK to combine IR with internal reports?
- Language?

# Findings & observations

## Selecting and distributing to correct recipients has improved

- At start – ALL recipients were chosen
- Now, better selection procedures at MS level
- Future - only one recipient per MS.  
NCA (24/7) responsibility?

# Findings & observations

## E-mail notice of IR

- At start – nothing was revealed in the e-mail
  - Needed SSN log-in for collecting/downloading IR
  - Time consuming
  - Some difficulty with availability and log-in
- Desired IR web tool update 28 Nov 2011
  - Clear overview of IR details
  - Simpler search possibilities
  - Time saving and quicker actions

# Findings & observations

## Details of IR forms

- **Type of IR unclear**
  - Is it a SITREP, POLREP, OTHER?
  - Need for type categorisation of IR?  
Technical (XML?) / operational?
- **Date and time format**
  - Date and time should be standardised
  - Unclear if date and time of report or incident



# Findings & observations

## Details of IR forms

- **Position**

- Lat/Long OK but time consuming  
(Where did the incident happen?)
- Propose to add geographical name and distance

- **Port of destination & Port of departure**

- What is the ship's planned route?
- Use geographical name + **UN/LoCode** (eg. Brunsbüttel (DEBRB))
- Port of destination important for further distribution nationally (PSC)

# Summary & Conclusions

- More IRs but better recipient selection
- IR forms differ
- Focus on purpose of IR:
  - Monitoring ships posing a potential hazard
  - Technical repairs are normal and ships repairing technical problems are normally not a hazard
  - Distribute IRs to those who may need the information
- Use port of destination/port of departure (UN LoCode)
- National cooperation important (PSC & pollution response)
- Seek synergies with eg. Thetis



# To be avoided when using IR correct....



## THANK YOU FOR LISTENING!

## ANY QUESTIONS?

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