

# SafeSeaNet Workshop 20

## Maritime Incident Reports

Agenda item 20.5.1

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## LEGAL BASIS

The notification of ships posing a potential hazard to shipping or a threat to maritime safety, the safety of individuals or the environment and intervention in the event of incidents and accidents at sea **(Incident Report) is covered by the Articles 16, 17 and 21 of the Directive 2002/59/EC as amended and the Article 12.3 of Directive 2000/59/EC.**

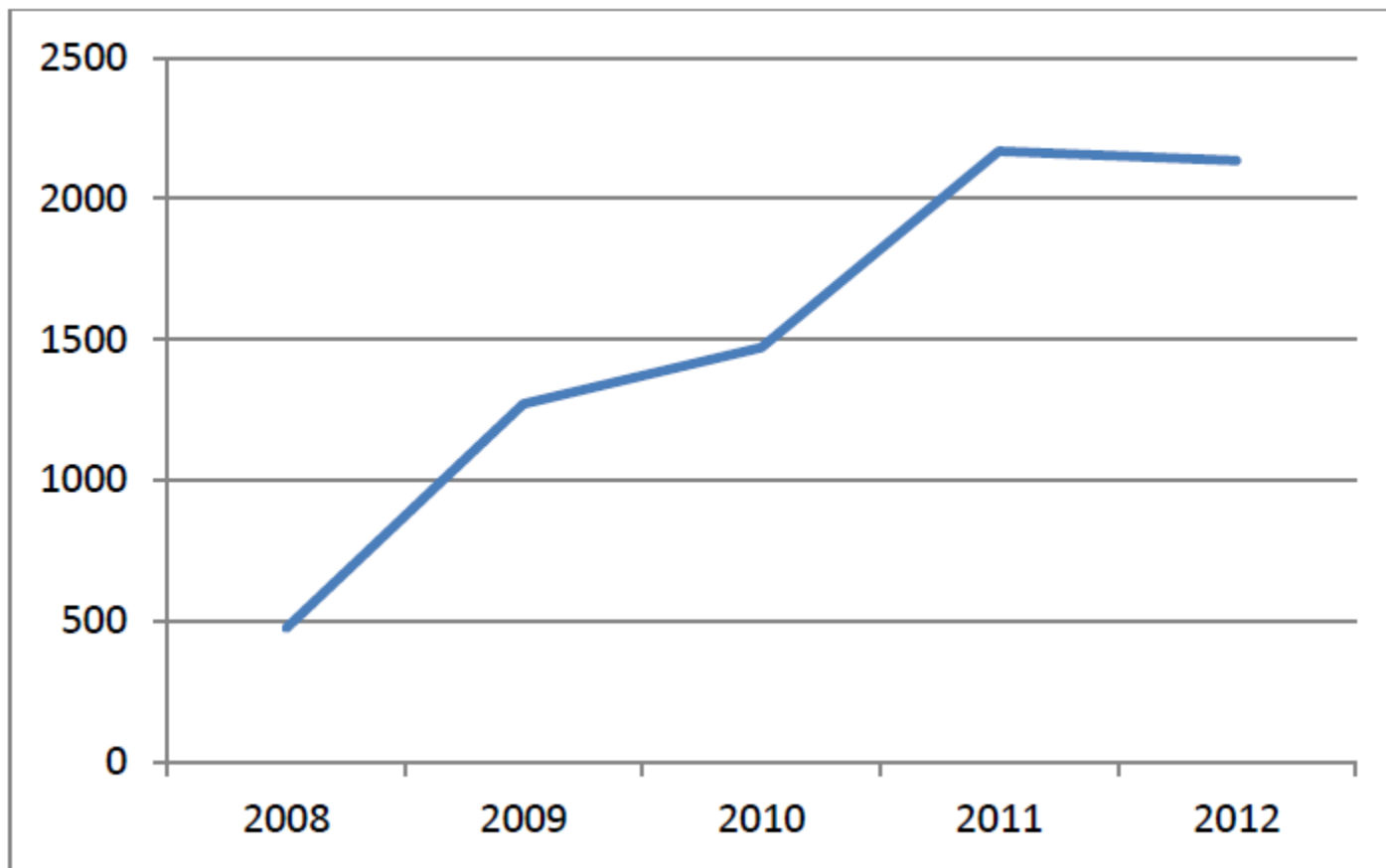
## BACKGROUND

In order to facilitate the exchange and operational use of the IRs in SSN system EMSA was tasked to:

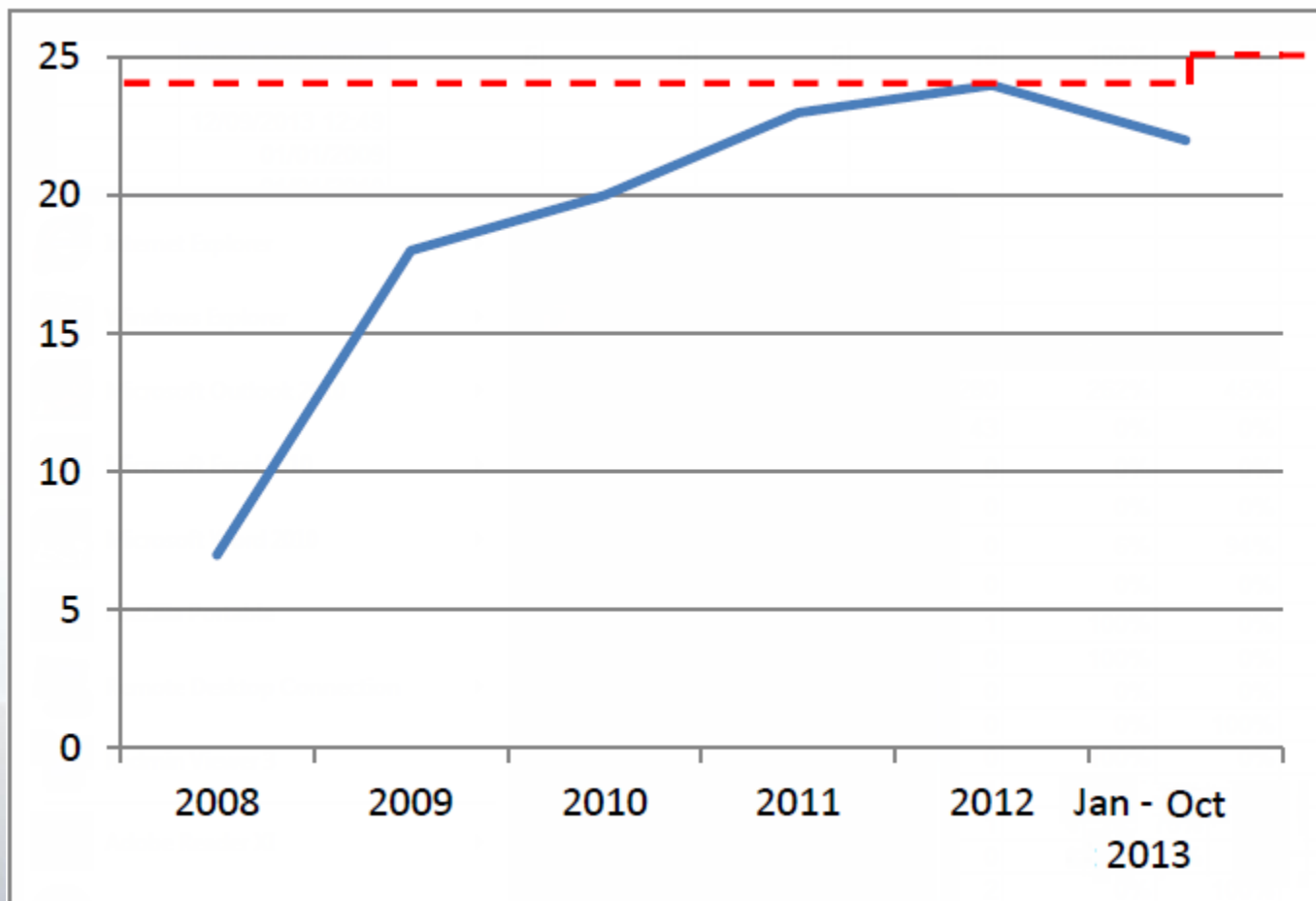
- Draft practical guidelines for notifying IR into SSN; these guidelines were approved at SSN WS10;
- Set up a working group on Incident Reports (IRWG) to improve the IR process (SSN WS12);
- Include in SSN workshops a document regarding IR best practice (SSN WS16).

Moreover in order to identify the global overview of the situation with IR reporting through SSN in May 2013 EMSA's MSS analysed the content of Incident Reports' details.

## Trend of reporting of IR to SSN



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## **ISSUES IDENTIFIED (1/2)**

- Lack of distribution in important cases;
- IR sent for “not-identified” vessel however file attached to the IR contains all the details regarding vessel identification;
- Distribution of IRs via e-mail without providing the same data to SSN;
- Some of the reports are in the national language without translation;
- Wrong classification of the type of IR;

## **ISSUES IDENTIFIED (2/2)**

- In case of collision the IR was only sent for one of the vessels involved;
- Very often SSN is not used to inform Flag State for incident concerning one of its vessels;
- IRs concerning exercises should be sent to the SSN training environment;
- For ships failing to comply with the notification and reporting obligation an IR must be sent (in May 2013 only 2 IR were sent). On average, there are 45 missing notifications per month found by the MSS and confirmed by MSs.

## **BEST PRACTICES**

- Updates on the situation related to incident or accident
- Follow up actions such as PSC/Flag State inspection
- SSN used as a tool for the national distribution of IR



## **FOLLOW UP ACTIONS**

In order to address the previously mentioned issues **EMSA will continue to report:**

- on IR best practices with the purpose to share the experience of MSs on a yearly basis;
- on the data quality issues related to IR whenever they are detected;
- on incidents and accidents found in external sources but not reported to SSN;

**MSs are invited** to note the information and take appropriate measures to improve the IR process.