TAKING SAFETY A STEP FURTHER
Future needs & projects

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Why? (trends)

What? (aims)

How? (beyond Monalisa)
Annual Overview of Marine Casualties and Incidents 2014

Why? (trends)
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.
**Why? (trends)**

**Figure 17: Number of casualty events by severity**

- Capsizing/Listing: 9 10 17
- Collision: 583
- Contact: 660
- Damage to ship or equipment: 51
- Fire/Explosion: 89
- Flooding/Foundering: 186
- Grounding/stranding: 528
- Hull failure: 123
- Loss of control: 781

**Figure 22: Number of ships damaged**

- Cargo ship: 299
- Fishing vessel: 303
- Passenger ship: 359
- Service ship: 299
- Others: 303

*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%).

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%).
4.2 OCCUPATIONAL ACCIDENTS

Why? (trends)

Figure 18: Number of deviations by year

Figure 19: Number of deviations by severity

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 falling represented the main type of occupational accidents, followed by loss of control of equipment (20%) and body movements without physical stress (17%).

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.

Co-financed by the European Union
Trans-European Transport Network (TEN-T)
What? (aims)

Design equipement

SAFETY by

Shore assistance

Competences

Process Management

Co-financed by the European Union
Trans-European Transport Network (TEN-T)
SAFETY BY DESIGN/EQUIPMENT

FIRE SAFETY on passenger ships
  Active/Passive including new-buildings
Getting ready for ULS (Ultra Large Ships)

SAFETY BY PROCESS MANAGEMENT

  man over board event management (e.g. by drones)
  augmented reality (e.g. @bridge)

SAFETY BY COMPETENCES

  enhanced simulation-based skill building

SAFETY BY SHORE ASSISTANCE

  satellite based remote support (e.g. telemedicine by streaming)
How (beyond Monalisa)

Can we improve a masterpiece?
How (beyond Monalisa)

We have to consider....

The Moss Factor

Kate Moss

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KATE
safety at sea

Knowledge & Advanced Technology Environment
Taking Safety a Step Further

Beyond Regulation

Sense of Common Action

1 → 2 → 3

Knowledge Sharing

New Projects

VLF Swing

Jörgen Loren Vice President IFSMA

Julio Berzosa Navazo Algeciras Harbour Master Paso de Estrecho Operation

Adam Hornwood Director Maritime Risk Management Carnival Corporation

Markku Mylly Executive Director European Maritime Safety Agency

Kate MoS

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