



STATE OF ISRAEL

Ministry of Transport, National Infrastructure and Roads Safety



Administration of shipping and ports

Safemed III Seminar On Marine Accident Investigation

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INTRODUCTION

- Israeli coast length is approx. 200 km.
- There are approximately 6000 ships calling every year to Israeli ports
- There are 5 major ports in Israel (3 Commercial & 2 Energy)
- The national designated authorities for Marine Accident purposes are:
 - IMOT - Israeli Ministry of Transport Administration of Shipping & Ports
 - IP - Israeli Police
 - IMOE - Israeli Ministry of Environment Protection



ADMINISTRATIVE SETUP

- IMOT Regulates and Promulgates IMO Requirements.
- IMOT Inspectors conducting the Marine Accident Investigation.
- Israeli Police is in charge of marine Criminal investigation
- IMOE is in charge of marine Pollution investigation
- IMOT Inspectors are Trained and authorised to conduct the investigation.
- Emergency Pollution Drills are carried out periodically- annually/quarterly by IMOT & IMOE at Ports and open seas. And simulate Investigation.





MAJOR PORTS & PORT FACILITIES

ANNUAL SHIP'S CALLING AT 2013

- 1) Haifa : 2800 ships
- 2) Ashdod : 2400 ships
- 3) Eilat : 200 ships
- 4) Hadera : 150
- 5) Ashkelon : 450

Haifa



Ashdod



Eilat



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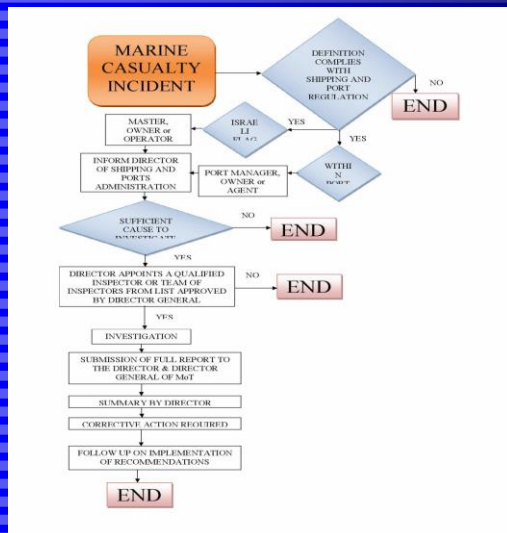


PORT FACILITIES & ASSIGNED TERMINALS FOR

- 1) Containers
- 2) Bulk carriers
- 3) Oil and chemical tankers - Products
- 4) Roro and passengers
- 5) General cargo



MARINE CASUALTY INVESTIGATION FLOW CHART



Training Course



- INTERNATIONAL MARITIME ORGANIZATION
- National Training Course on Marine Casualty Investigation
- Carried at Acco, - Israel, on 29th April – 10 May 2012
- IMO Co-ordinator Carlos Ormaechea MSc MNI
- Prepared by consultants:
- Marcel Ayeko - MSc C.Eng MRINA (Lead Consultant)
- Jorgen Zachau M.Sc (Consultant)
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- The course, based on the IMO Model Course 3.11 (Marine Accident and Incident Investigation with Compendium), introduced the participants to IMO Maritime Safety Committee Resolutions 255 (84) (The Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Incident (Casualty Investigation Code)) and Resolution A.884(21). The course impressed upon the differences in the purpose of criminal, civil, disciplinary proceedings and safety investigations.



- The importance of uncovering causes, contributing and underlying factors to prevent future accidents was underscored. The latest development in the field of safety investigation methodology, practical tools and techniques were provided to participants. The course led the participants through eight steps of safety investigation process with emphasis on data gathering process, safety analysis process, defence analysis and safety communication/recommendation process. Participants were required to apply the system approach to investigation, using SHEL, Reasons and other IMO models. The course also introduced the participants to human factor issues such as fatigue, stress



- information processing, decision making, learning, biases and culture. Despite having prior exposure to only criminal, civil and disciplinary investigations, the participants demonstrated a sound grasp of the concepts and the approach to '**no-blame investigations**'. The course was attended by 22 participants, all Israeli nationals. lasted two weeks from 29 April to 10 May 2012. This enabled the full syllabus to be covered with several case studies being undertaken.



Class Photograph





SUMMARY

- Marine casualty investigation code implementation is highly prioritized in Israel.
- International cooperation of Marine casualty investigation matters is essential.
- Our View of SAFEMED project is highly important.
- Hence, the extension of the SAFEMED project, is of paramount importance to the State of ISRAEL



Thank You
Shalom

