

SAFEMED III Seminar on Marine Accident Investigation

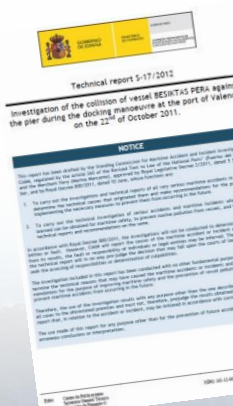
Investigation final report



Lisbon, 18-19 February 2014

Lorenzo Fiamma
Project Officer
Accident Investigation

Published Reports



Interim Investigation Report
pertaining to the investigation report No. 15/

Serious marine casualty

**Collision between the MV CORAL
and the MV LISA SCHULTE
at the Neue Weser Nord-roads
on 31 January 2013**

31 January 2014



Marine Investigation Department
Brooklyn str. 58, Riga, LV-1011, Latvia

- Full reports
 - All very serious casualties and those decided to be investigated, published within 12 months of accident
- Interim reports
 - Where 12 month timescale is impossible
- Simplified reports
 - In cases other than very serious and serious casualties, where findings do not have or have little potential to lead to the prevention of future accidents

Report Content - Annex I, Dir. 2009/18/EC

4

General report writing tips



- Develop a report outline as soon as possible, using the Directive Annex I model
- Begin drafting (in outline form) the accident chronology, background information and facts as soon as possible
- Continuously review the progress to identify where sections should be added or amalgamated
- If necessary use a technical report writer to evaluate grammar, format, consistency, technical content and links between sections and facts
- Consider intended readership carefully and aim report at appropriate level

5

Foreword



Standard text and should contain:

- the aim of the investigation report
- that the report has not be written, in terms of content and style, with the intention of it being used in legal proceedings and should be inadmissible as evidence for such use where blame or liability is to be attributed
- that the safety recommendations shall in no case create a presumption of liability or blame

6

Summary

- Important, as read most often
- Needs to be succinct
- Should capture the essence of:
 - what, when, where and how
 - the consequences (death, injuries, damage, etc)
 - the resulting key safety issues & recommendations
- 1 or 2 pages, no more
- Not simply sections of report stuck together
- Must stand on its own
- Write once main report is complete

7

Factual information and narrative

- Factual description
- Clear narrative with sequence of events
- Relevant 'actors' covered
- Significant relevant facts e.g. voyage planning, crew competences, results of tests, etc
- Safety deficiencies, clearly substantiated
- Subsequent actions, as well as positive safety issues, if present
- Relevant standards
- Must not cover 'why' accident occurred
- NOT everything an investigator has found but do include necessary 'working' to support conclusions

8

Analysis

- Establish links and provide logical argument
- Avoid repetition & do not introduce new facts
- Gaps in factual information need explanation
- Any assumptions clearly stated
- Indicate opinion or fact
- Careful reasoning for conjecture
- Discuss ambiguities
- Try to resolve controversial or contradictory evidence if at all possible
- Retain credibility



9

Conclusions

- Often read first!
- Should flow logically from analysis
- Need to be concise
- No surprises or new information
- Links to analysis identified to allow reader to trace the origin and justification for conclusion



10

Recommendations

Summary-

- Must flow and follow on from conclusions
- Stated clearly and concisely
- Targeted at appropriate recipients
- Provide basis for corrective action
- Not too prescriptive

11



Appendices

- Applicable standards
- Test reports and specialist studies
- Manuals
- Poignant evidence too large for main report
 - Extract of logbook, standing orders, SMS manual extracts
- Previously issued safety alerts
- Company reports with 'actions taken'
- Miscellaneous information



12

Publication procedures

- A draft of the report should be sent for comment, in confidence, to:
 - any person or organisation who could be affected by the report
 - or, if that person is deceased, the person or persons best-placed to represent his/her interests,
 - the investigative bodies of all of the other substantially interested States, and
 - any other person or organisation likely to be involved in developing appropriate safety recommendations, if deemed necessary.

13

Final publication

- Amend report accordingly following comments
- Conduct further investigation, if necessary
- If feasible provide individual responses to comments
- Final report- must be available to the public
- Courteous to provide report to NOK 2-3 days before publication and also key interested parties

14

Questions?

15