

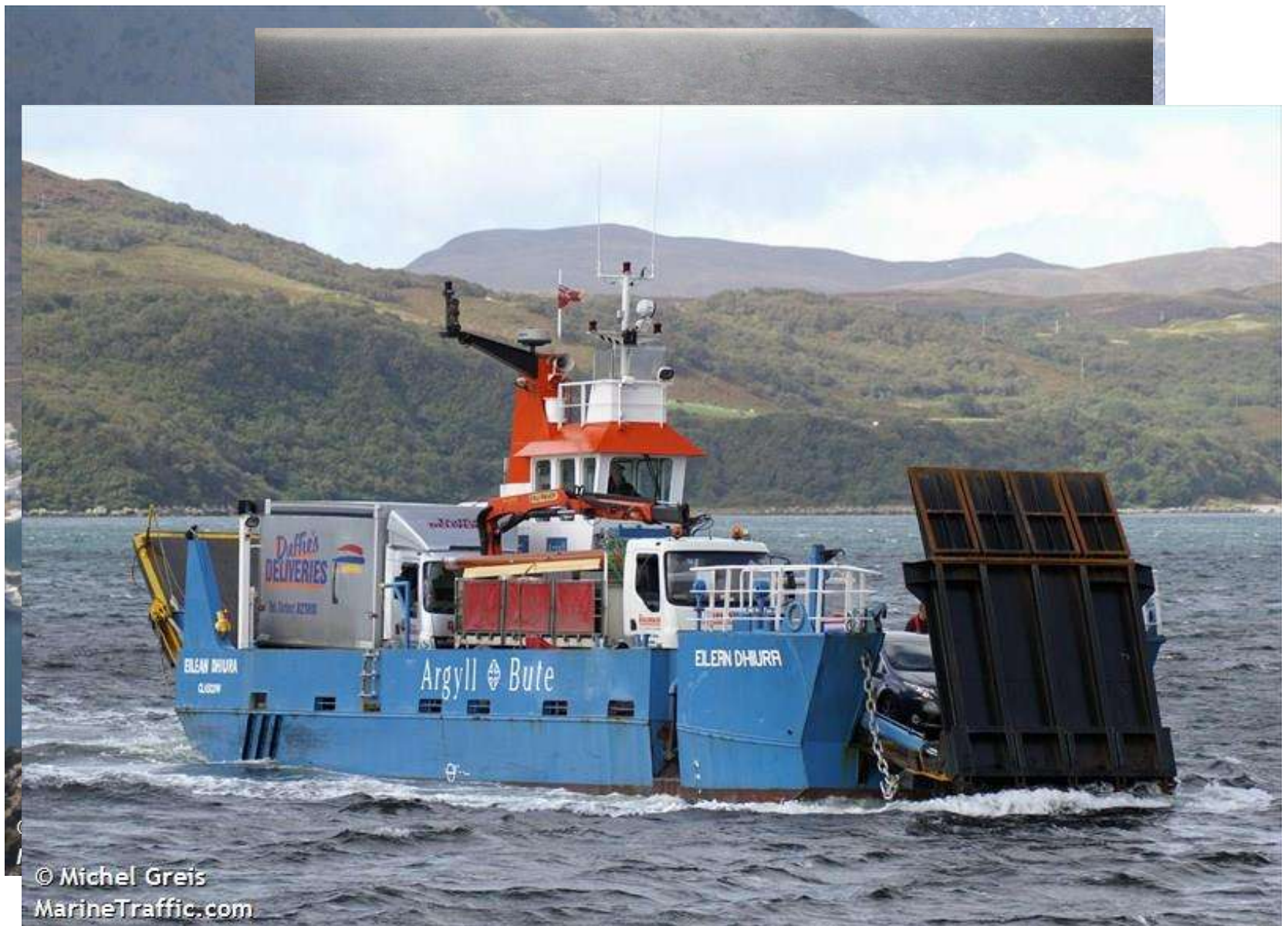
Directive 2009/45/EC - Safety Standards Domestic Passenger Ships

Accident Statistics

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Department B: Ship Safety

Lisbon / 7th June 2016









	Number Accidents	Individual Ships having accidents	No. Ships > 3 accidents	No. Ships > 5 accidents
EMCIP (last 4 years)	408	223	27	9
MARINFO (last 5 years)	544	256	42	17

	Class A	Class B	Class C	Class D	HSC	TOTAL
Number of Accidents	40	172	78	77	41	408
Percentage	10%	42%	19%	19%	10%	
Individual Ships	20	71	54	52	26	223
Percentage of fleet	29%	43%	21%	19%	17%	24%

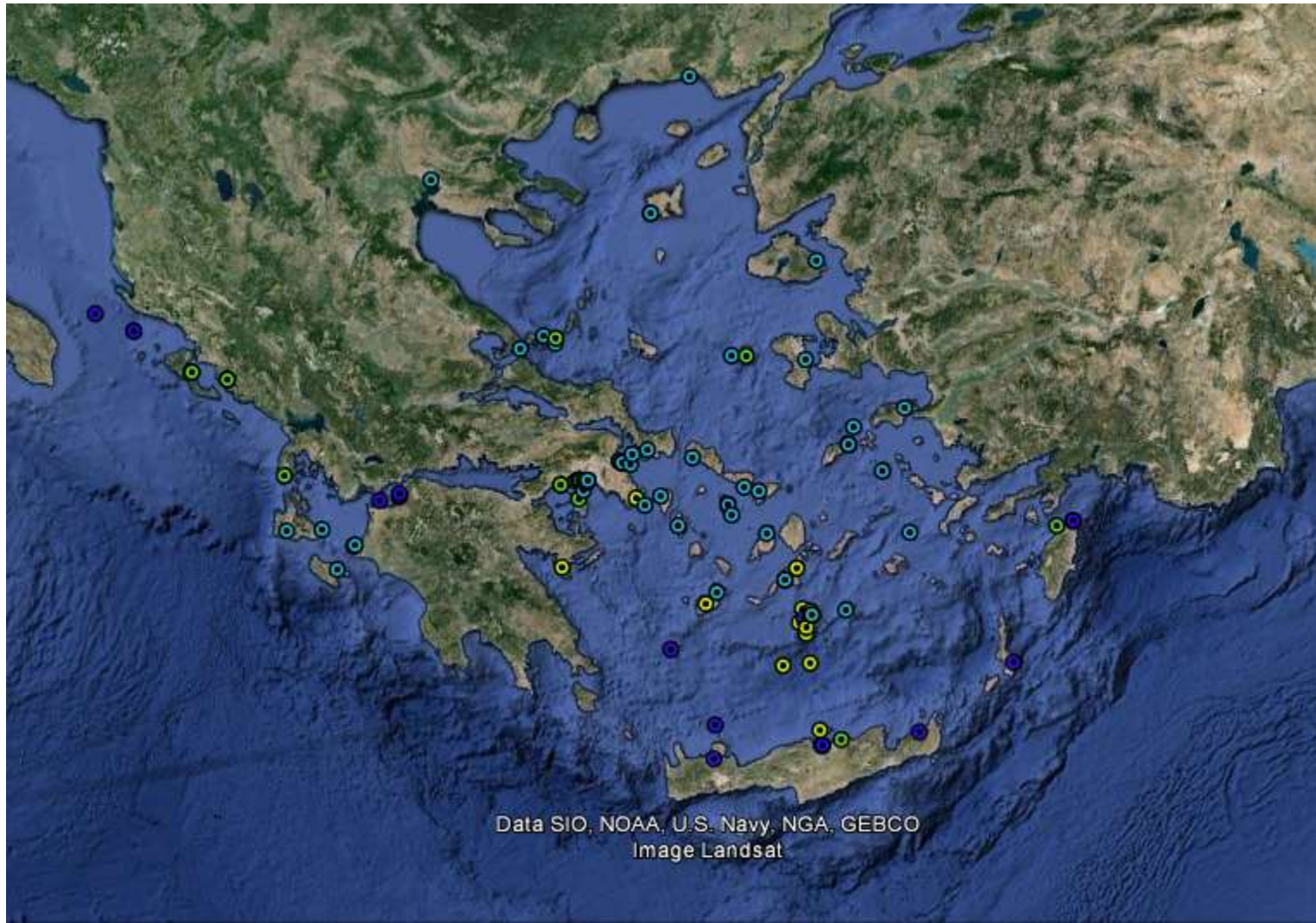
Notes: 80% of Accidents in Ro-Ro Passenger ships
Comparable figures in MARINFO

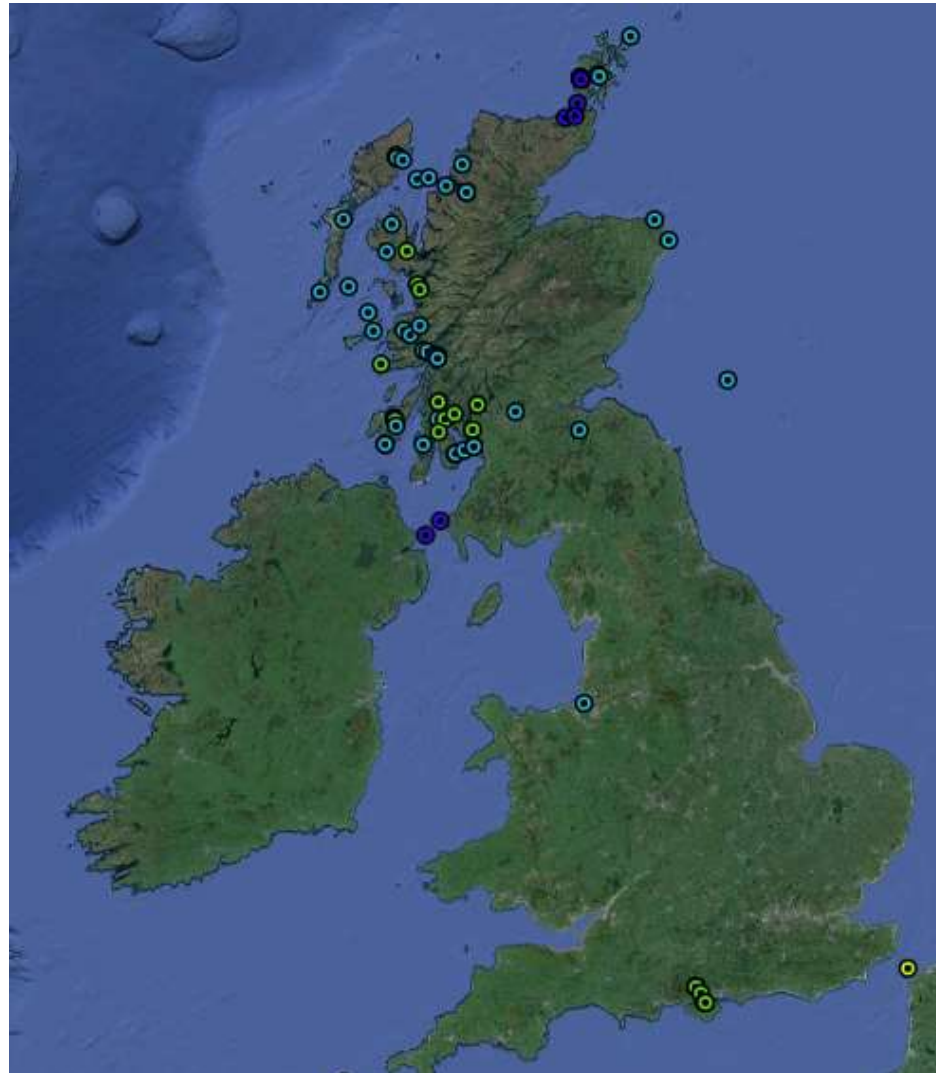
Characterisation of Accidents

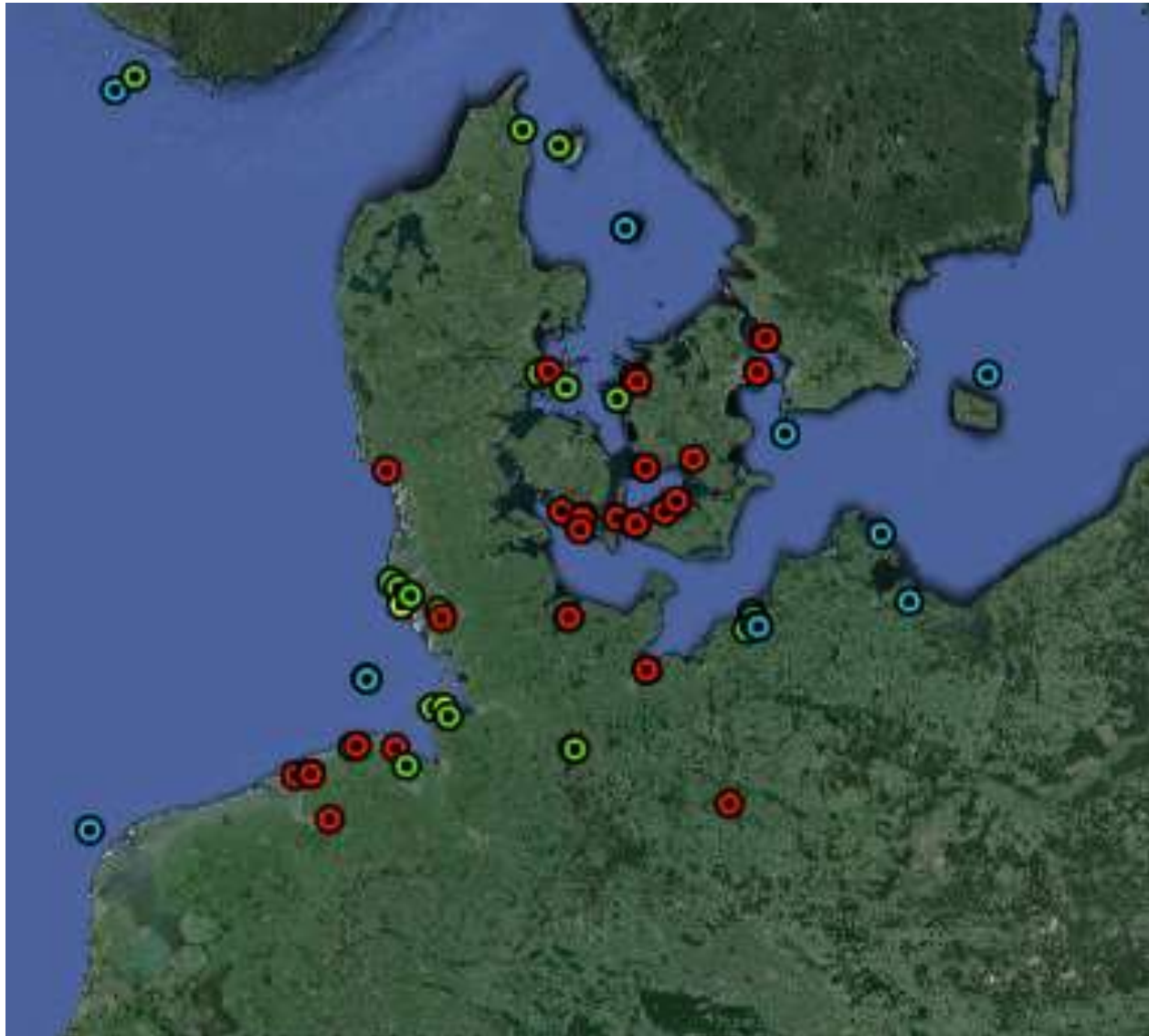
	All Domestic	All Pass. Ships (Domestic + International)
Occupational	≈35%	≈35%
Casualty with ship	≈65%	≈65%
Injured	165 (141 in occupational) -2 every 5 accidents	1 every 2 accidents
Fatalities	4 (1 every 100 acc.)	1 every 27 accidents (1 per 68 without CC)
Less serious/ Incident	≈85%	≈80%
Serious/ Very Serious	≈15%	≈20%

Casualty with Ship

	TOTAL	less serious/ incidents	serious/very serious
Capsizing/Listing	1	0	1
Colision	24	20	4 (16%)
Contact	80	75	5 (6%)
Damage to ship/equipment	32	29	3 (9%)
Fire/Explosion	25	19	6 (24%)
Flooding/ Floundering	1	1	0
Grounding/Stranding	53	46	7 (13%)
Hull Failure	1	1	0
Loss of Control	45	37	8 (18%)
TOTAL	262	228	34 (13%)







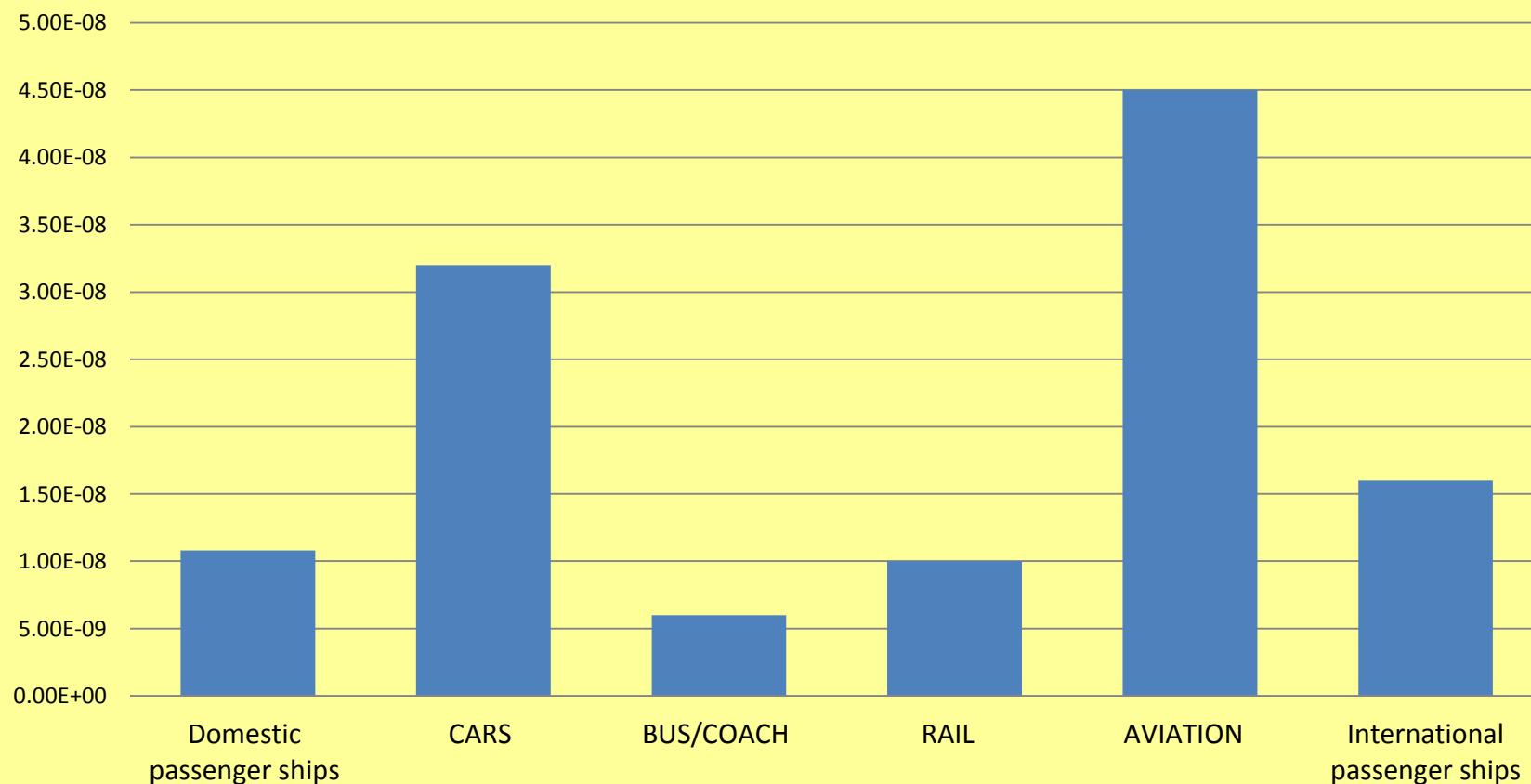
Accidents Areas

EMSA
Directive 2009/45/EC



Risky to travel in a passenger ship?

Risk per (Passenger/Hour) in Transport Modes



With regard to risk per km, the air mode is however considerably "safer" due to the higher speed/distances travelled achieved



Thanks for your attention – QUESTIONS?

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