European Maritime Safety Agency

EMCIP Taxonomy

List of attributes

Revised version
Date: March 2017

EMSA

Version	Date	Changes	Prepared	Approved
1.0	06/03/2017	The present edition (1.0) is based on the results of the taxonomy review process, conducted from February 2016 until February 2017.	Ignatios N. Nikolaou	

Table of Contents

1. Foreword

The European Marine Casualty Information Platform (EMCIP) was established based on the provisions of article 17 of the European Directive 2009/18/EC, to serve the Member States and the Commission as an electronic database to store and provide data for analysis and interface amongst them. Thus, EMCIP can be accessed by the Commission and EMSA as well as the entitled by the Member States' (and EFTA) investigative bodies and entitled authorities.

The layout of EMCIP has to do with the terminology of the reporting data by the users, also known as the EMCIP taxonomy.

2. History of data and taxonomy

EU and EFTA Member States have an obligation to store all data on marine casualties and incidents in EMCIP. To achieve this, a number of specific information has to be inserted in the platform.

The minimum data stored on EMCIP per occurrence, provide the requested information according to the mandatory notification data requested in Annex II of the Directive and the definitions provided by Resolution MSC.255 (84) of the IMO, Resolution A.1075(28) and MSC-MEPC.3 Circular 3, as amended. Moreover, a complementary taxonomy of data has been created by EMSA to facilitate the depictionary layout and analytical ergonomy of each occurrence inserted in the platform. The taxonomy comprises a series of attributes that provide a certain standard of details available for use and analysis, in terms of safety investigations and safety reports or case studies, based on the input of the investigative bodies or other entitled authorities of the Member States involved in the reporting of marine casualties.

Each attribute of the EMCIP taxonomy has a specified type of input as value. This can be manual values in terms of text, numbers or a predefined format, like dates, a selection from a list of values, with possibility of selecting more than one value for certain attributes, automated manual and value list selection (completed by the system), or values that create a link to a file, document or hyperlink.

The EMCIP taxonomy had officially been put in production since June 2011 and since then it had undergone small editions at different periods of time. After EMCIP UG 7 (February 2016), it was decided that a thorough review process would take place, to take into consideration the update of various factors (also in respect to the new EMCIP itself), but also to include feedback from its most significant stakeholders: its users. Thereafter a relevant process was established and coordinated by EMSA, with the voluntary participation of experts from investigative bodies of various Member States and Norway, until February 2017, during which the full taxonomy was put under review and revision and the respective technical documentation was produced (including the current document).

In order to better understand this taxonomy, the present document compiles the different values that can be used to describe an occurrence. Main available categories can be found in **Annex 1** and the main attributes within each category in **Annex 2**.

It is to be noted that the way the information was arranged in the document is based on a "grouped by subject" approach, similarly to the Annex I of the Directive 2009/18/EC. In some cases, it doesn't reflect the existing layout in EMCIP environment.

3. How to browse the taxonomy

The current document is the main output of this process and has a purpose to demonstrate the basic level of the taxonomy, therefore comprising all the user related attributes. Each attribute has a specific value format. The existing formats are:

1. Manual: the user has to insert manually the value of the attribute
2. Manual-auto: the value is inserted by the system (but not selected from a value list)
3. Date: a date has to be manually inserted in the format DD-MM-YYYY
4. Date-auto: when a date is inserted by the system
5. List: when the value is selected by the user from a predefined list given by the system
6. List-auto: when the value is inserted by the system, from a predefined list

Appendix A List of Annexes

Annex 1	Categories of EMCIP Taxonomy
Annex 2	Attributes of each category

ANNEX I – Categories of EMCIP Taxonomy

A. GENERIC INFORMATION	
1	Basic data of occurrence
2	Casualty data of occurrence
3	External environmental data

B. FACTUAL INFORMATION		
1		Vessel particulars
2		Recreational craft particulars
3		Voyage / occurrence information
4		Consequences
	4.1	Consequences on the vessel
	4.2	Marine pollution and response
	4.3	Air pollution
	4.4	Consequences on people
	4.5	Third party consequences

C. ADDITIONAL INFORMATION	
1	SAR and GMDSS information
2	Fire casualty record
3	Intact stability
4	Damage card
5	Occurrence general note

D. CASUALTY ANALYSIS		
1		Casualty events
2		Accidental events
	2.1	Environmental effect
	2.2	Equipment failure
	2.3	Hazardous material
	2.4	Human action
	2.5	Other agent or vessel
	2.6	Unknown
3		Contributing factors
4		Early alert
5		Safety recommendations
6		Action taken
7		Consultation
	7.1	Consultation with Other Interested States
	7.2	Consultation with other interested parties

E. OTHER ADMINISTRATIVE DATA

ANNEX II – Values of each category

A. GENERAL INFORMATION

A.1 – Basic data of occurrence

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
A.1	A.1	1	Assistance from Member States or other States	Member States that provide human resources or technical assistance to the lead investigating State.	administrative data	List
A.1	A.1	2	State(s) cooperating with the lead investigating state	Countries that cooperated actively with the lead investigating state.	administrative data	List
A.1	A.1	3	Delegation of the investigation	State to which the investigation task was delegated. Even though the Member States that delegate have to assure that the investigation is carried out properly, on time and reported.	administrative data	List
A.1	A.1	4	The end of the investigation	Date of the investigation report or the date on which its draft version is released to the interested parties for consultation	administrative data	Date
A.1	A.1	5	Relevant external resources used in the investigation	Brief description of the external resources used in the casualty investigation.	administrative data	Manual
A.1	A.1	6	Number of people involved in the investigation	Number of investigators and experts directly involved in the investigation.	administrative data	Manual
A.1	A.1	7	Occurrence national number	The alphanumeric identification assigned to the occurrence by a national competent authority	administrative data	Manual
A.1	A.1	NEW 1	Additional reference number(s)	Additional reference number(s) for the document, e.g. attributed by reporting authorities	administrative data	Manual

A.1	A.1	4257	Under the scope of the Directive 2009/18/EC	It indicates if a marine casualty or incidents is under the scope of the Directive 2009/18/EC as per article 2. It applies to marine casualties and incidents that: a) involve ships flying the flag of one of the Member States; b) occur within Member States' territorial sea and internal waters as defined in UNCLOS; or c) involve other substantial interests of the Member States. It does not apply to marine casualties and incidents involving only: a) ships of war and troop ships and other ships owned or operated by a Member State and used only on government non-commercial service; b) ships not propelled by mechanical means, wooden ships of primitive build, pleasure yachts and pleasure craft not engaged in trade, unless they are or will be crewed and carrying more than 12 passengers for commercial purposes; c) inland waterway vessels operating in inland waterways; d) fishing vessels with a length of less than 15 metres; e) fixed offshore drilling units. Furthermore, it does not apply to: injuries not connected to a vessel's operation, deliberate act or omission, with the intention to cause harm to the safety of the ship, an individual or the environment (i.e. "Non-accidental event")	casualty data	List
A.1	A.1	4259	Delegated to	Username(s) of the delegated person(s) who can edit and input data to the occurrence. Delegated user(s) cannot submit or transfer occurrences. To set delegations, use 'Add-ins> Workflow> Delegate.	administrative data	List
A.1	A.1	8	The start of the investigation	It is the starting date of the accident investigation. It can be when the investigator or a team of investigators are nominated or the date of other relevant initiating event of the investigative process.	administrative data	Date
A.1	A.1	9	Type of assistance	Brief description of the type of assistance received.	administrative data	Manual

A.1	A.1	343	Release of gases/pollutants in the air	Answer to the question if there was release of gases/pollutants as a consequence of the casualty or accident. N/A will be the case of a marine incident.	consequences	List
A.1	A.1	345	Coastal state affected	State: a) which is the coastal State involved in a marine casualty or incident; or b) whose environment was severely or significantly damaged by a marine casualty (including the environment of its waters and territories recognized under international law); or c) where the consequences of a marine casualty or marine incident caused, or threatened, serious harm to that State or to artificial islands, installations, or structures over which it is entitled to exercise jurisdiction.	consequences	List
A.1	A.1	347	Date of the notification to a national authority	It is the date when a national competent authority inserting the data is either informed or becomes aware of an occurrence by a notification entity.	administrative data	Date
A.1	A.1	4249	Report Date	Date in which the final report (full or simplified) was made available to the public	investigation report data	Date
A.1	A.1	4250	Report Type	An investigation report is a report resulting from a safety investigation in accordance with the Directive published in accordance with the relevant sections of Annex I of Directive. It provides the type of report that is made available following a safety investigation.	investigation report data	List
A.1	A.1	4233	Final Report	Safety investigations carried out under Directive 2009/18 shall result in a published report that should be attached here.	investigation report data	Manual
A.1	A.1	4315	Date report draft	The date when the draft report was released for consultation	administrative data	Date
A.1	A.1	4316	Published Report (Web)	If the report was uploaded on the internet	administrative data	List
A.1	A.1	4317	Planned date	The planned date of publication	administrative data	Date

A.1	A.1	4319	Date report finished notes	Notes on the date when the report was finished	administrative data	Date
A.1	A.1	4251	Interim Report	If it is not possible to produce the final report within 12 months of the date of the casualty, an interim report should be published within the same period. This should be uploaded under this attribute. The file name will be the name entered in the Description during the uploading or the name of the original file if the Description is blank.If necessary the user can delete the file. The file should be in PDF or ZIP format or equivalent with to the maximum recommended size of 7 MB.	investigation report data	Manual
A.1	A.1	4252	Interim Report Date	Date in which the interim report was made available to the public.	investigation report data	Date
A.1	A.1	4320	Interim Report (Web)	If the interim report was uploaded on the internet (public page)	investigation report data	List
A.1	A.1	4253	Investigation Status	Current situation of the investigation process.	administrative data	List
A.1	A.1	348	Date Occurrence Created	Date given by the system when an occurrence is saved for the first time	administrative data	Date-Auto
A.1	A.1	349	Date Report Last Modification	Date given by the system of the latest modification of the occurrence	investigation report data	Date-Auto
A.1	A.1	352	Investigating state	State of the investigative body leading the marine safety investigation.	administrative data	List
A.1	A.1	355	State Reporting	Name of the Member State given automatically by the system taking into account the repository of the investigator in charge.	administrative data	List-Auto
A.1	A.1	357	National competent authority	Name of the National competent authority given automatically by the system taking into account the repository of the investigator in charge.	administrative data	List-Auto

A.1	A.1	359	Nature of the occurrence	Classification of the occurrence according to the nature of the events: occurrence with a ship (casualty event) and occupational accident (accident to a person) not as a consequence of an occurrence involving a ship or its emergency response	casualty/accident event data	List
A.1	A.1	360	Notification entity	Notification entity is the entity code group responsible for the communication of the occurrence to a national competent authority involved in the investigation process.	administrative data	List
A.1	A.1	361	Occurrence Report Number	A sequential number per year given by the system when the user saves a new occurrence for the first time.	administrative data	Manual-Auto
A.1	A.1	362	Number of ships involved	Number of ships involved in an occurrence	casualty/accident event data	Manual
A.1	A.1	369	Search and Rescue (SAR) intervention	Answer to the question if there was the intervention of the Search and Rescue unit (SAR).	casualty/accident event data	List
A.1	A.1	370	Other substantially interested States	State(s) which is not the flag State of the ships involved in a marine casualty or incident and also not including in the coastal States affected, but the states: a) where, as a result of a marine casualty, nationals of that State lost their lives or received serious injuries; or b) that has important information at its disposal that the marine safety investigating State(s) consider useful to the investigation; or c) that for some other reason establishes an interest that is considered significant by the marine safety investigating State(s).	administrative data	List
A.1	A.1	NEW 13	Severe damage to environment	Damage to the environment which, as evaluated by the State(s) affected, or the flag State, as appropriate, that produces a major deleterious effect upon the environment.	consequences	List
A.1	A.1	373	Time (LT) of the notification to a national authority (hh:mm)	It is the time when a national competent authority inserting the occurrence is informed or becomes aware of an occurrence by a notification entity.	administrative data	Manual

A.1	A.1	374	Title of the occurrence	Clear and comprehensive sentence referring to the occurrence in general, it could be the investigation report title.	casualty/accident event data	Manual
A.1	A.1	376	User (Us)	The user in charge of the occurrence.	administrative data	Manual-Auto
A.1	A.1	516	Lock status	The occurrence lock status.	administrative data	List-Auto
A.1	A.1	517	Locked/released by	Occurrence locked/released by	administrative data	Manual-Auto
A.1	A.1	518	Locked/released since	Occurrence locked/released since	administrative data	Date-Auto
A.1	A.1	519	Date entered	Date given by the system when an occurrence is saved for the first time.	administrative data	Date-Auto
A.1	A.1	532	Workflow Status	Situation of the occurrence status taking into account the workflow.	administrative data	List-Auto
A.1	A.1	NEW 2	Checked by EMSA	If the occurrence has been checked by EMSA	administrative data	List-Auto
A.1	A.1	543	Last Message	Last message from reporter or evaluator of the occurrence	administrative data	Manual
A.1	A.1	544	Investigator in Charge	Username of the person that is responsible for the submission and transfer of the occurrence, and for the delegation to other users.	administrative data	Manual-Auto
A.1	A.1	594	Created By Organisation	The entitled authority that created the occurrence in the database	administrative data	List-Auto
A.1	A.1	595	Owned By Organisation	Acronym of the entitled authority, owning the occurrence, inserted automatically by the system, based on the login details, owning the occurrence	administrative data	List-Auto

A.1	A.1	596	Delegated to Users	List of users that the occurrence has been delegated to.	administrative data	Manual-Auto
A.1	A.1	597	Operation type	Operation type	administrative data	List-Auto
A.1	A.1	599	User in charge	User in charge of reporting the occurrence in EMCIP	administrative data	Manual-Auto
A.1	A.1	4201	Other Attachments	Several other files can be uploaded into this box except the investigation reports files (full, simplified or interim reports). The file name will be the name entered in the Description during the uploading or the name of the file if the Description is blank. If necessary the user can delete the files. The files should be in PDF or ZIP format or equivalent with to the recommended size of 7 MB each.	other	Manual
A.1	A.1	4202	Reasons for not undertaking a safety investigation	Reasons provided by the AIB for not taking up an investigation (deriving from Reg.1286/2011, or other technical details). More than one reasons may be selected.	administrative data	List
A.1	A.1	4209	Port of accident	Name of the port to be retrieved from the list of ports indicating that the accident has occurred in a specific port's waters.	environmental data	List

A.2 – Casualty data of occurrence

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
A.2	A.2	38	Angle of encounter	Angle of encounter of two ships in a collision.	casualty/accident event data	Manual
A.2	A.2	342	Summary	Clear and comprehensive description of the occurrence/casualty. It is a short narrative of the occurrence like a synopsis.	casualty/accident event data	Manual
A.2	A.2	346	Date of the occurrence	Local date when the occurrence happened. If it is not known it should be the same date of the notification to the competent authorities or any other date considered appropriated. If the ship is missing could be the last date that the ship communicated or was monitored, or any other date considered appropriated.	casualty/accident event data	Date
A.2	A.2	354	Sea area of occurrence	The geographic area or the place where the casualty or incident occurred.	casualty/accident event data	List
A.2	A.2	365	Occurrence severity	Classification of the severity of the occurrence. In case of more than one ships involved it is the more severe of the casualty severity for each ship.	casualty/accident event data	List
A.2	A.2	366	Oil pollution response	Answer to the question if there was an oil pollution response to the casualty.	casualty/accident event data	List
A.2	A.2	367	Latitude position (ddmm.mm)	Angular distance on the earth measured in degrees, minutes and centesimal of minute, North or South of Equator, to where the occurrence happened. If the place is not known or the ship is missing could be its latest position known or any other appropriated position	casualty/accident event data	Manual

A.2	A.2	368	Longitude position (ddmm.mm)	Angular distance on the earth measured in degrees, minutes and centesimal of minute, West or East of Greenwich meridian, where the occurrence happened. If the place is not known or the ship is missing could be its latest position known or any other appropriated position	casualty/accident event data	Manual
A.2	A.2	372	Time of occurrence (hh:mm)	Local time when the occurrence happened. If it is not known it should be the same time of the notification to the competent authorities or any other time considered appropriated. If the ship is missing could be the last time that the ship communicated or was monitored, or any other time considered appropriated.	casualty/accident event data	Manual
A.2	A.2	524	Depth below the keel	Depth of the water under the keel in metres.	casualty/accident event data	Manual
A.2	A.2	350	EMCIP keywords	All necessary terms related to the occurrence that are considered significant, yet could not be included in any of the existing attributes / values	other	Manual
A.2	A.2	529	National keywords	A list of words that can be written in the national language or language in which the report was written. To be used to emphasize relevant features of the accident or to cover national needs.	other	Manual
A.2	A.2	NEW 3	Main Sea Areas	The main sea area where the occurrence happened. This option will be automatic if the position is provided; otherwise the user will select it from the list of values.	casualty/accident event data	List-Auto
A.2	A.2	593	National location area	National location is the geographic sea area or other areas where the casualty/incident occurred according to the national classification	casualty/accident event data	List

A.3 – External environment data

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
A.3	A.3	200	Air temperature	Measure of the heat content of the air when and where the accident takes place (in Celsius degrees).	environmental data	Manual
A.3	A.3	201	Interaction distance between a ship and a ship or wall	Interaction distance between a ship and another ship passing by or the walls of a canal, strait, etc, with impact on the accident (in metres)	environmental data	Manual
A.3	A.3	202	Speed of the current or tidal stream	The speed of the horizontal water movements because of the winds, tides or gravity at the time of the accident.	environmental data	List
A.3	A.3	203	Ice obstructions	If the navigation is restricted by ice obstructions at the time of the accident.	environmental data	List
A.3	A.3	204	Natural light	Existence of sun light, as distinct from artificial light, on the Earth at the time of the accident.	environmental data	List
A.3	A.3	205	Sea state	Sea state classification system of the World Meteorological Organization (WMO) based on the wave height where and when the marine casualty or incident has occurred.	environmental data	List
A.3	A.3	206	Swell direction	Direction of the long wave on water that moves continuously without breaking at the time of the accident.	environmental data	List
A.3	A.3	207	Visibility	Measure of the distance at which an object or light can be clearly discerned where the marine casualty/incident occurred.	environmental data	List
A.3	A.3	208	Water temperature	Measure of the heat content of the water where at the time of the accident (in Celsius degrees).	environmental data	Manual
A.3	A.3	209	Weather conditions	The state of the atmosphere where the accident takes place.	environmental data	List
A.3	A.3	210	Wind direction	Cardinal direction of the wind at the time of the accident.	environmental data	List
A.3	A.3	211	Wind direction (angle)	Angle of the direction of the wind at the time of the accident (in degrees).	environmental data	Manual

A.3	A.3	212	Wind force	An empirical measure for describing wind speed based mainly on observed sea conditions (Beaufort scale).	environmental data	List
A.3	A.3	335	Wave length	It is the distance between repeating units of a propagating wave of a given frequency.	environmental data	Manual
A.3	A.3	523	Swell direction (angle)	Angle of the swell direction at the time of the accident (in degrees).	environmental data	Manual
A.3	A.3	4199	Ice thickness	The thickness of the ice layer at the area of the occurrence (in metres)	environmental data	Manual
A.3	A.3	4224	Significant Wave Height (SWH)	This is the average of the highest one-third (33%) of waves (measured from trough to crest) that occur in a given period.	environmental data	Manual

B. FACTUAL INFORMATION

B.1 – Vessel particulars

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.1	B.1	425	Bollard pull	The static pull in metric tonnes that a tug is able to employ in operating conditions.	ship data	Manual
B.1	B.1	427	Breadth of the ship	The breadth is the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material.	ship data	Manual
B.1	B.1	428	Name of the shipyard	The name of the yard where the ship was built or was submitted to a major conversion.	ship data	Manual
B.1	B.1	483	State of the shipyard	State of the shipyard where the ship was built or submitted to a major conversion.	ship data	List
B.1	B.1	463	Name of the ship	It is the name of the ship when the casualty occurred. In case of unknown or not existing use the word unnamed. In case of more than one unknown or not existing use unnamed 1, unnamed 2, etc.	ship data	Manual
B.1	B.1	441	Flag State	The flag of the State that the ship is entitled to fly when the casualty occurred	ship data	List
B.1	B.1	474	Port of registry	It is the port of a State where the ship is registered.	ship data	List
B.1	B.1	480	National registry number	National distinctive letters/numbers that identifies the ship, e.g. the number of the national registry or national official number.	ship data	Manual
B.1	B.1	429	Vessel call sign	The International Radio Call Sign allocated to ships on the basis of their nationality.	ship data	Manual
B.1	B.1	451	IMO number	Number with seven digits assigned according to the IMO ship identification number scheme.	ship data	Manual

B.1	B.1	434	Date keel laid	It is the date when the keel was put down or is at a similar stage of construction for the purpose of the application of international legislation.	ship data	Date
B.1	B.1	496	Year of major conversion	The year of completion of the major conversion.	ship data	Manual
B.1	B.1	430	Classification Society	The organization that establishes and applies technical standards in relation to the design, construction and survey of marine related facilities including ships and offshore structures on behalf of the flag state when the casualty occurred.	ship data	List
B.1	B.1	431	Classification Society (ISM)	Classification Society of the ship for ISM matters when the casualty occurred.	ship data	List
B.1	B.1	432	Company identification number	Company unique identification number of the ship when the casualty occurred.	ship data	Manual
B.1	B.1	471	Owner identification number	The registered owner's unique identification number of the ship when the casualty occurred.	ship data	Manual
B.1	B.1	472	Owner name	The name of the registered company, organisation or person listed as the ship owner in the certificate of registry or other official document of the ship when the casualty occurred.	ship data	Manual
B.1	B.1	433	Company name	The name of the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code when the casualty occurred.	ship data	Manual
B.1	B.1	4258	Owned or operated by a Member State and used only on government non-commercial service	Owned or operated by a Member State and used only on government non-commercial service, as per provision of art.2.a of the Directive	ship data	List

B.1	B.1	435	Deadweight (DWT)	Deadweight is the difference in tonnes between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship. **Note:** lightweight is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, and passengers and crew and their effects.	ship data	Manual
B.1	B.1	439	Displacement	The maximum displacement of the ship measured in metric tonnes. If International Convention on Load Lines, 1966 applies it will be the displacement in salt water at summer load waterline. **Note:** in a ship with a metal shell, the volume of the moulded displacement of the ship, excludes appendages, and, in a ship with a shell of any other material is the volume of displacement to the outer surface of the hull, both cases taken at the moulded draught.	ship data	Manual
B.1	B.1	440	Maximum draught of the ship	The moulded draught is one of the following draughts: a) for ships to which the International Convention on Load Lines in force applies, the draught corresponding to the Summer Load Line (other than timber load lines) assigned in accordance with that Convention; b) for passenger ships, the draught corresponding to the deepest subdivision load line assigned in accordance with the International Convention for the Safety of Life at Sea in force or other international agreement where applicable; c) for ships to which the International Convention on Load Lines does not apply but which have been assigned a load line in compliance with national requirements, the draught corresponding to the summer load line so assigned; d) for ships to which no load line has been assigned but the draught of which is restricted in compliance with national requirements, the maximum permitted draught; For other ships, 75 per cent of the moulded depth	ship data	Manual

				amidships.		
B.1	B.1	442	Freeboard of the ship	It is the minimum freeboard assigned. It is the distance measured vertically downwards amidships from the upper edge of the deck line to the upper edge of the related summer load line, if LL 66 Convention applies, or related to the maximum load line in the other cases.	ship data	Manual
B.1	B.1	444	Gross Tonnage	The measure of the overall size of a ship determined in accordance with the regulations of the Annex I of the International Convention on Tonnage Measurement of Ships, 1969, or if not applicable, according to other rules.	ship data	Manual
B.1	B.1	446	Hull construction	The classification of ship based on the protection degree of the cargo spaces according to the applicable legislation	ship data	List
B.1	B.1	448	Hull material of the vessel	The material used for the ship hull construction.	ship data	List
B.1	B.1	449	Hull number	Registry number given by the shipyard where the ship was built or submitted to a major conversion.	ship data	Manual
B.1	B.1	468	Number of hulls	Total number of independent hulls or keels of a craft.	ship data	List

B.1	B.1	452	Length between perpendiculars	a) The length (L) shall be taken as 96% of the total length on a waterline at 85% of the least moulded depth measured from the top of the keel, or as the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. b) For ships without a rudder stock, the length (L) is to be taken as 96% of the waterline at 85% of the least moulded depth. c) Where the stem contour is concave above the waterline at 85% of the least moulded depth, both the forward terminal of the total length and the fore-side of the stem respectively shall be taken at the vertical projection to that waterline of the aftermost point of the stem contour (above that waterline) (see figure 3.1). d) In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline at 85% of the least moulded depth Dmin, found by drawing a line parallel to the keel line of the vessel (including skeg) tangent to the moulded sheer line of the freeboard deck. The least moulded depth is the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side at the point of tangency (see figure 3.2). The length should be provided in metres.	ship data	Manual
B.1	B.1	454	Length overall (LOA)	Length overall (LOA) of a vessel means the centreline longitudinal distance measured between the fore part of the uppermost end of the stem to the aft side of the aftermost permanent structure of the ship, not including guards or rubbing strakes, spars, platforms, outboard motors, Z-drives, jet drives, or transom-hung rudders, but including any additional enclosed hull volume that is to be added to the hull in the form of detachable or fixed volumes such as blisters, sponsons. The LOA shoud be provided in metres.	ship data	Manual
B.1	B.1	546	Registered length	Length defined according the national rules for registry purposes in metres.	ship data	Manual

B.1	B.1	461	MMSI number	Maritime Mobile Service Identity MMSI, sometimes called a "DSC number", is a 9-digit code programmed into certain types of radio equipment. It's a standardized number to identify the vessel and provides a uniform way for authorities to get information about a vessel during a distress incident.	ship data	Manual
B.1	B.1	462	Moulded depth of the ship	a) The moulded depth is the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side. In wood and composite ships the distance is measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel. b) In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of deck and sides, the lines extending as though the gunwale were of angular design. c) Where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part.	ship data	Manual
B.1	B.1	473	Polar class	Class assigned to a ship based upon IACS Unified Requirements.	ship data	List
B.1	B.1	459	Maximum persons permitted	Maximum number of persons (crew + passengers + others) permitted on board.	ship data	Manual
B.1	B.1	467	Minimum safe manning crew	Number of crew members according to the manning certificate or other type of official document.	ship data	Manual
B.1	B.1	492	Unattended machinery space	Information if the propulsion machinery space is controlled and monitored from the bridge and engineers do not maintain surveillance watch duties in those spaces.	ship data	List

B.1	B.3	388	Persons on the crew list	Number of persons on the crew list	voyage data	Manual
B.1	B.3	389	Crew Ranks	Crew ranks according to the crew list	voyage data	List
B.1	B.3	503	Undermanned	Whether the number of the crew (including the number of crew per rank) is not according to the minimum safe manning requirements of the vessel's documentation	voyage data	List
B.1	B.3	504	Number of nationalities on board	The number of different nationalities on board when the accident occurred.	voyage data	Manual
B.1	B.3	505	Number of crewmembers on board (voyage)	Number of crewmembers actually on board during the voyage.	voyage data	Manual
B.1	B.3	506	Number of other persons (voyage)	Number of other persons during the voyage (except crew)	voyage data	Manual
B.1	B.1	470	Number of passengers permitted	Maximum number of passengers permitted on board. A passenger is every person other than:(i) the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and(ii) a child under one year of age.	ship data	Manual
B.1	B.3	507	Number of passengers (voyage)	Number of passengers on board during the voyage.	voyage data	Manual
B.1	B.1	465	Total number of main engines	The total number of main engines used to propel the ship.	ship data	Manual
B.1	B.1	479	Main propulsion type	The classification of ship according to the energy used by propulsion system to propel the ship through the water.	ship data	List
B.1	B.1	485	Total propulsion power	The maximum continuous rated output power in kW of the ship's main propulsion machinery on board which appears on the ship's certificate of registry or other official document.	ship data	Manual
B.1	B.1	NEW 4	Auxiliary propulsion type	Auxiliary propulsion if any	ship data	List
B.1	B.1	466	Total number of propellers or jets	The total number of propellers or jets	ship data	Manual
B.1	B.1	NEW 5	Type of propeller	The type of the propeller of the vessel	ship data	List
B.1	B.1	NEW 6	Type of fuel	The type of fuel used in the vessel's main propulsion power	ship data	List
B.1	B.1	488	Type of freeboard	The classification of ship according to the freeboard computation, mainly ships covered by LL 66 Convention	ship data	List

B.1	B.1	489	Type of major conversion	A conversion or an alteration or modification that changes substantially the characteristics of the ship.	ship data	List
B.1	B.1	482	Service speed of the vessel	The maximum ahead speed which the ship is designed to maintain in service at sea at the deepest seagoing draught. Speed shpuld be provided in knots.	ship data	Manual
B.1	B.1	484	TEU	TEU means "Twenty-foot Equivalent Unit" it is defined as a volume equivalent to that occupied by one ISO twenty-foot container.External Dimensions: Length 20’ x Width 8’ x Height 8’6” (6.1m x 2.4m x 2.6m). **Note:** The position of a container on a ship are expressed by three co-ordinates indicating : Bay -- Row -- Tier Bays are numbered lengthwise from bow to stern with odd numbers for 20' containers and even numbers for 40' containers. The even number between two 20' containers is used to define 40' bays. Rows are numbered from centreline to portside with even numbers and from centreline to starboard with odd numbers. The container row stowed on the centreline is marked 00. Tiers, under deck containers are numbered vertically upwards with even numbers from bottom to top. The bottom row will be 02, except where as a result of the hull contour, the bottom of an adjacent row is at a higher level. In case of two half heights the bottom ones are to be numbered by an odd number. On deck, stowage is indicated by code key 8 followed by an even number sequence numbered from the deck upwards.	ship data	Manual
B.1	B.1	490	Type of ship or craft	It is the classification of the ship or craft according to ship main general activity.	ship data	List
B.1	B.1	525	Additional ship type	Additional classification of the type of ship according to the displacement mode. Usually found on registry or classification certificates.	ship data	List
B.1	B.1	4230	Ship's boat	Whether the casualty involves the use of one or more of the boats fitted on board a ship.	casualty/accident event data	List

B.2 –Recreational craft particulars

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.2	B.2	23	Recreational craft activity	Several types of the activity of a recreational craft.	recreational craft data	List
B.2	B.2	478	Primary propulsion	Primary means of propulsion	recreational craft data	List
B.2	B.2	424	Auxiliary propulsion	Auxiliary means of propulsion	recreational craft data	List
B.2	B.2	426	Brand name of the craft	It is the name given to a product/recreational craft usually its trade name.	recreational craft data	Manual
B.2	B.2	455	Manufacturer's name	The name of an enterprise or an entity or his authorized representative that manufacture the recreational craft being responsible for the compliance of applicable requirements.	recreational craft data	Manual
B.2	B.2	436	Deck	Information of how complete the deck of the recreational craft is. It can be decked (if it is complete over its length), partly decked and open	recreational craft data	List
B.2	B.2	437	Design category	The design categories defined in the Directives 94/25 and 2003/44/EC (as amended) of the European Parliament and of the Council.	recreational craft data	List
B.2	B.2	438	Directive 94/25 compliance	Attribute informing if the recreational craft is complying with the construction requirements of the Directive 94/25 and its amendments.	recreational craft data	List
B.2	B.2	453	Length of the hull	The overall length (in metres) from the foreside of the foremost fixed permanent structure to the aft side of the aftermost fixed permanent structure of the craft.	recreational craft data	Manual
B.2	B.2	445	Hull breadth	The maximum breadth of the craft (in metres), measured to the moulded line of the frame in a craft with a metal shell and to the outer surface of the hull in a ship with a shell of any other non-metallic material.	recreational craft data	Manual
B.2	B.2	447	Hull identification number	The distinctive letters and numbers (15 includes a hyphen) marked on the recreational craft hull with the following information: country of manufacture (2), manufacturer's identification code (3), unique serial number (5), year and month of manufacture (2) and model year (2).	recreational craft data	Manual
B.2	B.2	450	Hull shape type	The hull or bottom shape of a recreational craft is the several different forms that influence the performance characteristics and its handling.	recreational craft data	List
B.2	B.2	456	Maximum number of persons	The maximum number of persons permitted on board	recreational craft data	Manual

B.2	B.2	458	Maximum recommended load	The manufacturer's maximum recommended load (fuel, water, provisions, miscellaneous equipment and people (in kilograms)) for which the watercraft was designed, that is determined in accordance with the design category, stability and freeboard and buoyancy and flotation, excluding the weight of the contents of the fixed tanks when full	recreational craft data	Manual
B.2	B.2	460	Maximum speed	Maximum speed of the recreational craft (in knots)	recreational craft data	Manual
B.2	B.2	469	Number of masts	It is the number of masts of a sailing recreational craft.	recreational craft data	Manual
B.2	B.2	481	Sail surface	The maximum surface (in square metres) of all sails that can be installed simultaneously on board of a recreational craft.	recreational craft data	Manual
B.2	B.2	486	Type of displacement	Indicates if the recreational craft is designed to support is weight only by its buoyancy or for a certain speed it is able to lift out of the water and planing over the surface to a greater or lesser degree.	recreational craft data	List
B.2	B.2	487	Type of engine	Type of the engine of a recreational craft.	recreational craft data	List
B.2	B.2	457	Maximum engine power	The maximum rated engine power shall be declared in the owner's manual (in KW). If an engine is not equipped leavy empty.	recreational craft data	Manual
B.2	B.2	491	Number or type	Vessel number or type	recreational craft data	Manual
B.2	B.2	495	Year of build	The year of construction as in vessel's certificate of registry.	recreational craft data	Manual

B.3 – Voyage / occurrence information

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.3	B.3	19	Number of days from departure	Number of full days from the last departure from port until the date of the accident.	voyage data	Manual
B.3	B.4	25	Speed of the vessel	Speed of the vessel when the occurrence happened (in knots)	casualty/accident event data	Manual
B.3	B.4	26	Speed mode	Speed mode when the occurrence happened	casualty/accident event data	List
B.3	B.4	31	Ship's routeing	Details of the vessel traffic control measure applicable in the area where the casualty incident occurred	casualty/accident event data	List
B.3	B.3	497	Cargo information	Information about the cargo on board	voyage data	List
B.3	B.3	510	Quantities per cargo	Quantities per cargo in tonnes.	voyage data	Manual
B.3	B.3	498	Commercial voyage	Information if the ship was in a commercial voyage when the casualty occurred (e.g. chartered)	voyage data	List
B.3	B.3	NEW 7	Commercial service	Information on whether the service provided by the ship during the voyage is commercial or not (e.g. SAR).	voyage data	List
B.3	B.3	499	Deadweight (voyage)	The deadweight of the vessel, for the voyage during which the occurrence took place. Deadweight is the difference in tonnes between the displacement of the ship in water of a specific gravity of 1.025 at the waterline of the voyage and the lightweight of the ship.	voyage data	Manual
B.3	B.3	500	Displacement (voyage)	The displacement of the vessel during the voyage when the occurrence took place. Displacement of the ship in water of a specific gravity of 1.025 at the waterline of the voyage.	voyage data	Manual
B.3	B.4	24	The operation(s) of the ship	The main activity(-ies)/operation(s) that the ship was performing when the occurrence happened.	voyage data	List
B.3	B.3	501	Draught (voyage)	It is the moulded draught of the ship for the voyage which means the vertical distance amidships between the waterline and the baseline.	voyage data	Manual
B.3	B.3	502	Last voyage type	The type of the last voyage before the one of the occurrence	voyage data	List
B.3	B.3	508	Port of departure	The last port of call visited by the ship before the ship casualty. The ports are organized by country.	voyage data	List
B.3	B.3	509	Port of destination	The port of call to which the ship had planned voyage before the casualty. The ports are organized by country.	voyage data	List

B.3	B.3	511	Train of craft	An assembly of one or more craft, floating establishments or floating installations towed by one or more self-propelled craft forming part of the train	voyage data	List
B.3	B.3	513	Voyage type (certified)	Type of voyage for which the ship is engaged according with her statutory certificates.	voyage data	List
B.3	B.3	514	Watch system	It is a watch schedule method of assigning regular periods of work duty aboard ships allowing the ship's crew to effectively operate the ship 24 hours a day for the duration of long voyages or operations.	voyage data	List
B.3	B.4	20	Number of watchkeepers on the bridge	Number of watch keepers on the bridge at the time of the accident	casualty/accident event data	Manual
B.3	B.4	21	Pilot on board	Answer to the question if the pilot was on board when the accident occurred. Not applicable will be when the pilot does not need to be on board.	casualty/accident event data	List
B.3	B.3	515	Working language	Language used on-board for communication and work, determined by the company or the master, as appropriate, and recorded in the ship’s log-book	voyage data	List
B.3	B.4	11	Occurrence severity for the ship	The same as for the severity of the occurrence, in this case is the severity of the outcome for each of the ships involved in the occurrence.	casualty/accident event data	List
B.3	B.4	12	Consequences	If consequences existed due to the occurrence	consequences	List
B.3	B.4	15	Draught after the casualty	Draught after the casualty	consequences	Manual
B.3	B.4	22	Place on board	Place(s) or compartment(s) on board the ship affected by the casualty or accident.	consequences	List
B.3	B.4	32	Type of casualty	The most significant casualty event as determined in the time line of events of the occurrence.	casualty/accident event data	List
B.3	B.4	33	Voyage segment	Segments that can be established in a route voyage: departure, transit, mid-water, transit and arrival.	casualty/accident event data	List
B.3	B.4	34	Was the ship abandoned	Information if the ship was abandoned or not by all people on board.	consequences	List
B.3	B.4	36	Who had the control	The person who had the control of the vessel when the occurrence happened	casualty/accident event data	List
B.3	B.4	242	Equipment and / or system maintenance up to date	Were the equipment and/or system maintenance records up to date	safety issues	List
B.3	B.4	4219	Towage	Whether towage was carried out.	consequences	List
B.3	B.4	NEW 8	Shore assistance	Whether shore assistance was provided.	consequences	List

B.4 – Consequences

B.4.1 – Consequences on the vessel

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.4.1	B.5.1	13	Loss / Damage to ship or equipment	Loss or the maximum damage sustained to the ship or her equipment. N/A will be the case of a marine incident.	consequences	List
B.4.1	B.5.1	50	Description of damage	A description of the damage on the vessel	consequences	Manual
B.4.1	B.5.1	51	Ship rendered unfit to proceed	If the ship is in a condition, which does not correspond substantially with the applicable conventions and/or national laws, presenting a danger to the ship and the persons on board or an unreasonable threat of harm to the marine environment.	consequences	List
B.4.1	B.5.1	14	Did the ship sink?	Information if the ship sink or not. The logical answer to the question does not imply the loss of the ship. N/A will be the case of a marine incident.	consequences	List
B.4.1	B.5.1	49	Days immobilized	Complete days that the vessel was immobilized as a consequence of the occurrence	consequences	Manual
B.4.1	B.4	17	Marine pollution (bunkers, etc.)	Marine pollution by the bunkers of the ship as a consequence of the casualty. N/A will be the case of a marine incident.	consequences	List
B.4.1	B.4	28	Total quantity (bunkers)	The amount of bunkers of the ship (in tonnes) that polluted the marine environment as a consequence of the casualty.	consequences	Manual
B.4.1	B.5.2	45	Bunker/waste name	Bunkers, residues and wastes' names (that caused pollution)	consequences	List
B.4.1	B.5.2	530	Bunker/waste class	The class of the bunker / waste that caused pollution, if available	consequences	Manual
B.4.1	B.5.2	47	Quantity spilled (bunkers, etc.)	The quantity of bunkers, residues and wastes spilled in the sea (in tonnes)	consequences	Manual
B.4.1	B.5.2	46	Quantity recovered (bunkers, etc.)	The quantity of bunkers, residues and wastes recovered from the sea (in tonnes)	consequences	Manual
B.4.1	B.4	18	Pollution (cargo)	Marine pollution caused by the cargo of the ship as a consequence of the accident.	consequences	List
B.4.1	B.4	29	Total quantity (cargo)	The amount in tons of ship's cargo (in tonnes) released or lost that polluted the marine environment as a consequence of a marine casualty	consequences	Manual

B.4.1	B.5.1	4231	Lost/damaged cargo information	Information about the cargo that was lost/damaged	consequences	List
B.4.1	B.5.1	4232	Quantities per cargo lost/damaged	Quantities per cargo lost/damaged in tonnes.	consequences	Manual

B.4.2 – Marine pollution and response

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.4.2	B.5.2	53	Dangerous material	The dangerous materials transferred on board in packages (according to IMDG classification - UN number included), usually stated on the cargo manifest	consequences	List
B.4.2	B.5.2	55	Quantity spilled (dangerous material)	The quantity of dangerous materials in packages spilled in the sea (in tonnes)	consequences	Manual
B.4.2	B.5.2	54	Quantity recovered (dangerous material)	The quantity of dangerous materials in packages recovered (in tonnes)	consequences	Manual
B.4.2	B.5.2	59	Name of chemical	The name of the chemical substance transferred in bulk, usually stated on the cargo manifest (according to IBC Code)	consequences	List
B.4.2	B.5.2	61	Quantity spilled (chemical in bulk)	The quantity of chemical in bulk spilled to the sea (in tonnes)	consequences	Manual
B.4.2	B.5.2	63	Name of oil product	The name of the oil product that was transferred on board in bulk, usually stated on the cargo manifest	consequences	List
B.4.2	B.5.2	62	Oil class	The class of the oil transferred on board in bulk, usually stated on the cargo manifest	consequences	Manual
B.4.2	B.5.2	66	Quantity spilled (oil)	The quantity of oil spilled in the sea (in tonnes)	consequences	Manual
B.4.2	B.5.2	64	Quantity recovered (oil - land)	The quantity of oil recovered during pollution response in land (in tonnes)	consequences	Manual
B.4.2	B.5.2	65	Quantity recovered (oil - sea)	The quantity of oil recovered during pollution response from the sea (in tonnes)	consequences	Manual
B.4.2	B.5.2	67	Type of oil	The type of oil spilled in the sea	consequences	List
B.4.2	B.5.2	68	UN number (oil)	The UN number of the oil spilled in the sea	consequences	Manual
B.4.2	B.5.2	70	Name of liquid cargo in bulk	The name of liquid cargo (other than chemical, oil) transferred on board in bulk, usually stated on the cargo manifest	consequences	Manual
B.4.2	B.5.2	72	Quantity spilled (other cargo in bulk)	The quantity of other liquid cargo spilled in the sea (in tonnes)	consequences	Manual
B.4.2	B.5.2	73	UN number (other liquid cargo in bulk)	The UN number of the other liquid cargo (in bulk) spilled in the sea, usually stated on the cargo manifest	consequences	Manual

B.4.2	B.5.2	118	Name of solid cargo in bulk	The name of solid cargo transferred on board in bulk, usually stated on the cargo manifest (according to Appendix 5 of IMSBC Code)	consequences	List
B.4.2	B.5.2	117	Class (solid cargo in bulk)	The class of the solid cargo (in bulk) spilled in the sea, usually stated on the cargo manifest	consequences	Manual
B.4.2	B.5.2	122	UN number (solid cargo in bulk)	The UN number of the solid cargo (in bulk) spilled in the sea, usually stated on the cargo manifest	consequences	Manual
B.4.2	B.5.2	120	Quantity spilled (solid cargo in bulk)	The quantity of solid liquid cargo spilled in the sea (in tonnes)	consequences	Manual
B.4.2	B.5.2	119	Quantity recovered (solid cargo in bulk)	The quantity of solid cargo (in bulk) recovered during pollution response (in tonnes)	consequences	Manual
B.4.2	B.7	176	Clean-up methods and techniques used	Clean up methods and techniques used for responding to the marine pollution.	pollution response data	List
B.4.2	B.7	177	Dispersants application	The mean how the dispersants were sprayed onto oil slicks to accelerate the process of natural dispersion	pollution response data	List
B.4.2	B.7	179	Habitat degradation	Areas of habitat degradation where there is diminishment of habitat quality and its ability to support biological communities	consequences	List
B.4.2	B.7	180	Loss of fisheries	When the accident affects fish habitats causing the destruction and subsequent loss of fisheries or shellfish benefits; wildlife is not included in this attribute.	consequences	List
B.4.2	B.7	181	Loss of wildlife	Loss of wildlife is the death of non-domesticated animals	consequences	List
B.4.2	B.7	182	Monitoring and surveillance	The types of monitoring and surveillance of the marine pollution used.	pollution response data	List
B.4.2	B.7	183	Response time	It is the time for taking actions to a marine pollution which means the time between the casualty and the arrival of the first means of response (format: HH:MM)	pollution response data	Manual
B.4.2	B.7	184	Response to the spill	Information if there were actions control and minimize the marine pollution spill.	pollution response data	List
B.4.2	B.7	185	Response vessels	Type of vessels used to control and minimized the spill as a consequence of a marine casualty.	pollution response data	List
B.4.2	B.7	NEW 10	Response vessel management	The entity that is managing the vessel used in pollution response	pollution response data	List
B.4.2	B.7	186	State legal actions	Type of state, according to the international law, that initiate any legal action.	pollution response data	List
B.4.2	B.7	187	Type of area	Areas which needs a higher level of protection against marine pollution than other sea areas	pollution response data	List

B.4.3 – Air pollution

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.4.3	B.5.5	41	Quantity spilled (gas)	The quantity of gas released in the air (in cubic metres).	consequences	Manual
B.4.3	B.5.5	42	Source of air pollution	The source of the air pollution	consequences	List
B.4.3	B.5.5	43	Type of air pollution	The type of air pollution	consequences	List
B.4.3	B.5.5	44	UN number of pollutant	The UN number of the gas that caused air pollution	consequences	Manual

B.4.4 – Consequences on people

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.4.4	B.5.3	76	Lives lost - Crew - Casualty	Lives lost - Crew - as a result of the as a result of the casualty event (NOTE: as agreed during PCF6: within 30 days of the accident)	consequences	Manual
B.4.4	B.5.3	77	Lives lost - Crew - Emergency	Lives lost - Crew – during emergency state that followed a casualty event (NOTE: as agreed during PCF6: within 30 days of the accident)	consequences	Manual
B.4.4	B.5.3	78	Lives lost - Crew - Total	Lives lost - Crew - Total (for each vessel)	consequences	Manual
B.4.4	B.5.3	79	Lives lost - Other - Casualty	Lives lost - Other - as a result of the casualty event (NOTE: as agreed during PCF6: within 30 days of the accident)	consequences	Manual
B.4.4	B.5.3	80	Lives lost - Other - Emergency	Lives lost - Other - during emergency state that followed a casualty event (NOTE: as agreed during PCF6: within 30 days of the accident)	consequences	Manual
B.4.4	B.5.3	81	Lives lost - Other - Total	Lives lost - Other - Total (for each vessel)	consequences	Manual
B.4.4	B.5.3	303	Lives lost - Passenger - Casualty	Lives lost - Passenger - as a result of the casualty event (NOTE: as agreed during PCF6: within 30 days of the accident)	consequences	Manual
B.4.4	B.5.3	82	Lives lost - Passenger - Emergency	Lives lost - Passenger - during emergency state that followed a casualty event (NOTE: as agreed during PCF6: within 30 days of the accident)	consequences	Manual
B.4.4	B.5.3	83	Lives lost - Passenger - Total	Lives lost - Passenger - Total (for each vessel)	consequences	Manual
B.4.4	B.5.3	84	Lives lost - Total	Lives lost - Total (for each vessel)	consequences	Manual
B.4.4	B.5.3	85	Lives lost - Total - Casualty	Lives lost - Total (for each vessel) - as a result of the casualty event	consequences	Manual
B.4.4	B.5.3	86	Lives lost - Total - Emergency	Lives lost - Total (for each vessel) - during emergency state that followed a casualty event	consequences	Manual
B.4.4	B.5.3	87	People injured - Crew - Casualty	People injured - Crew - as a result of the casualty event	consequences	Manual
B.4.4	B.5.3	88	People injured - Crew - Emergency	People injured - Crew - during emergency state that followed a casualty event	consequences	Manual
B.4.4	B.5.3	89	People injured - Crew - Total	People injured - Crew - Total (for each vessel)	consequences	Manual

B.4.4	B.5.3	90	People injured - Other - Casualty	People injured - Other - as a result of the casualty event	consequences	Manual
B.4.4	B.5.3	91	People injured - Other - Emergency	People injured - Other - during emergency state that followed a casualty event	consequences	Manual
B.4.4	B.5.3	92	People injured - Other - Total	People injured - Other - Total (for each vessel)	consequences	Manual
B.4.4	B.5.3	93	People injured - Passenger - Casualty	People injured - Passenger - as a result of a casualty event	consequences	Manual
B.4.4	B.5.3	94	People injured - Passenger - Emergency	People injured - Passenger - during emergency state that followed a as a result of a casualty event	consequences	Manual
B.4.4	B.5.3	95	People injured - Passenger - Total	People injured - Passenger - Total (for each vessel)	consequences	Manual
B.4.4	B.5.3	96	People injured - Total	People injured - Total (for each vessel)	consequences	Manual
B.4.4	B.5.3	97	People injured - Total - Casualty	People injured - Total (for each vessel) - as a result of a casualty event	consequences	Manual
B.4.4	B.5.3	98	People injured - Total - Emergency	People injured - Total (for each vessel) - during emergency state that followed a as a result of a casualty event	consequences	Manual
B.4.4	B.5.3	99	Casualty stage	The stage where the consequences on people happened	consequences	List
B.4.4	B.5.3	100	Age	The age of the person	consequences	List
B.4.4	B.5.3	103	Gender	The gender of the person who suffered consequences	consequences	List
B.4.4	B.5.3	107	Nationality	Nationality of the person who suffered consequences	consequences	List
B.4.4	B.5.3	114	Rank	Rank of the person that suffered the consequences of the casualty	consequences	List
B.4.4	B.5.3	101	Days lost	The complete days of work lost by a person injured by the casualty	consequences	Manual
B.4.4	B.5.3	102	Deviation	Deviation is the categorization of the last event differing from the norm and leading to the accident. If there is a chain of events leading to the accident, the last 'Deviation' must be recorded (the 'Deviation' closest in time to the point at which the accident occurred).	casualty/accident event data	List
B.4.4	B.5.3	NEW 9	Enclosed space	Whether the consequences were due to entrance in an enclosed space (n.a. is the case were there was no entrance in an enclosed space)	casualty/accident event data	List

B.4.4	B.5.3	105	Material agent	Material agent in casualty is the tool, object, or instrument being involved in the accident in either way : a) used by the victim when the accident happened, just before the accident. b) with which the victim came into contact. c) otherwise involved in the abnormal event leading to the accident. If several 'Material Agents' are associated with the injury, the 'Material Agent' linked with the most serious injury must be recorded.	casualty/accident event data	List
B.4.4	B.5.3	106	Mode of injury	The status or the contact that caused the injury of a person	consequences	List
B.4.4	B.5.3	108	Type of accident to person(s)	The mode in which a person (crewmember, passenger or other person) was injured or killed, classified as accident to person(s).	casualty/accident event data	List
B.4.4	B.5.3	109	On duty	If the person who suffered consequences was on duty. n.a. is the case of a person that has no occupation on board (e.g. passenger)	casualty/accident event data	List
B.4.4	B.5.3	110	Part of the body injured	The part of the body of the person injured	consequences	List
B.4.4	B.5.3	111	Person type	The type of person who suffered the consequences	consequences	List
B.4.4	B.5.3	112	Physical condition	The physical condition of the person caused by the casualty.	consequences	List
B.4.4	B.5.3	113	Place on board (injury/death)	The place on board where the person(s) suffered consequences from the casualty	consequences	List
B.4.4	B.5.3	115	Type of injury	The type of the injury suffered by the person	consequences	List
B.4.4	B.6	378	Lives lost - Crew - Total	The Total (for all vessels) number of crewmembers that lost their lives as a consequence of the casualty or accident.	consequences	Manual
B.4.4	B.6	379	Lives lost - Other - Total	The Total (for all vessels) number of other people on board (not considered a crew or a passenger) that lost their lives as a consequence of the casualty or accident.	consequences	Manual
B.4.4	B.6	380	Lives lost - Passenger - Total	The Total (for all vessels) number of passengers that lost their lives as a consequence of the casualty or accident.	consequences	Manual
B.4.4	B.6	381	Lives lost - Total	The Total (for all vessels) number of people that lost their lives as a consequence of the casualty or accident.	consequences	Manual

B.4.4	B.6	382	People injured - Crew - Total	The Total (for all vessels) number of crewmembers that were injured as a consequence of the casualty or accident.	consequences	Manual
B.4.4	B.6	383	People injured - Other - Total	The Total (for all vessels) number of other people on board (not considered a crew or a passenger) that were injured as a consequence of the casualty or accident.	consequences	Manual
B.4.4	B.6	384	People injured - Passenger - Total	The Total (for all vessels) number of passengers that were injured as a consequence of the casualty or accident.	consequences	Manual
B.4.4	B.6	385	People injured - Total	The Total (for all vessels) number of people that were injured on board the ship(s) as a consequence of the casualty or accident.	consequences	Manual

B.4.5 – Third party consequences

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
B.4.5	A.1	371	Third party/other damage	If material damage or personal injury/death (other than passenger or crew) occurred, were caused outside of the ship as a consequence of a marine casualty.	consequences	List
B.4.5	B.5.4	126	Lives lost on shore - Total	The total number of people that lost their lives on the shore as a consequence of the casualty or accident.	consequences	Manual
B.4.5	B.5.4	129	People injured on shore - Total	The total number of people that were injured on the shore as a consequence of the casualty or accident.	consequences	Manual

C. ADDITIONAL INFORMATION

C.1 – SAR & GMDSS information

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
C.1	C.1	377	VDR usage	Answer to the question if the VDR data was used in the investigation.	casualty/accident event data	List
C.1	C.1	398	Any unusual, or additional communication aspects	Any unusual, or additional, communication aspects, apparent shortcomings and/or lessons to be learned.	safety issues	Manual
C.1	C.1	399	Arrival date of SAR unit to casualty area	Arrival date of SAR unit to casualty area	casualty/accident event data	Date
C.1	C.1	400	Contents of distress message	Contents of distress message	casualty/accident event data	Manual
C.1	C.1	401	GMDSS sea area	The GMDSS sea area where the occurrence happened	casualty/accident event data	List
C.1	C.1	402	Distress communications and location signals from survival craft	Distress communications and location signals from survival craft	casualty/accident event data	Manual
C.1	C.1	403	GMDSS sea area(s) for which radio equipment was installed	GMDSS sea area or sea areas for which radio equipment was installed on board the vessel	ship data	List
C.1	C.1	404	If a satellite EPIRB or EPIRB was used for alerting and/or locating survivors, give details (frequency, type of activation, etc.) and which LUT/CES or coast station received the alerting signal	If a satellite EPIRB or EPIRB was used for alerting and/or locating survivors, give details (frequency, type of activation, etc.) and which LUT/CES or coast station received the alerting signal	casualty/accident event data	Manual
C.1	C.1	405	If the ship was abandoned, communications, distress and locating equipment carried on board of the survival craft	If the ship was abandoned, communications, distress and locating equipment carried on board of the survival craft	casualty/accident event data	Manual
C.1	C.1	406	Language difficulties	Describe if there were any language difficulties during the communication	casualty/accident event data	Manual
C.1	C.1	407	On-scene communications, including surface/air	On-scene communications, including surface/air communications	casualty/accident event data	Manual

			communications			
C.1	C.1	408	RCC distress relay by	How the RCC distress relay was carried out, according to the communication equipment	casualty/accident event data	List
C.1	C.1	409	RCC distress relay frequency	RCC distress relay frequency	casualty/accident event data	Manual
C.1	C.1	410	RCC (S) , ships, coast station or coast earth stations which acknowledged distress alert	RCC (S) , ships, coast station or coast earth stations which acknowledged distress alert	casualty/accident event data	List
C.1	C.1	411	RCC (S) , ships, coast station or coast earth stations which acknowledged distress alert frequency	RCC (S) , ships, coast station or coast earth stations which acknowledged distress alert frequency	casualty/accident event data	Manual
C.1	C.1	412	SAR Co-ordinating communications	SAR Co-ordinating communications	casualty/accident event data	List
C.1	C.1	413	SAR Co-ordinating communications frequency	SAR Co-ordinating communications frequency	casualty/accident event data	Manual
C.1	C.1	414	Sea state during SAR operations	Sea state during SAR operations	environmental conditions data	List
C.1	C.1	415	Ship's (receiving distress alert) distress relay by	Ship's (receiving distress alert) distress relay by	casualty/accident event data	List
C.1	C.1	416	Ship's (receiving distress alert) distress relay frequency	Ship's (receiving distress alert) distress relay frequency	casualty/accident event data	Manual
C.1	C.1	417	Ship's distress alert by	Ship's distress alert by	casualty/accident event data	List
C.1	C.1	418	Ship's distress alert frequency	Ship's distress alert frequency	casualty/accident event data	Manual
C.1	C.1	419	Start of distress phase- date	Start of distress phase- date	casualty/accident event data	Date
C.1	C.1	420	Use of alarm signal	Use of alarm signal	casualty/accident event data	List
C.1	C.1	421	Was the position (lat/long) transmitted with the distress alert	Was the position (lat/long) transmitted with the distress alert	casualty/accident event data	List
C.1	C.1	422	Weather conditions during SAR operations	Weather conditions during SAR operations	environmental conditions data	List
C.1	C.1	423	Wind force during SAR operations	Wind force during SAR operations	environmental data	List

C.1	C.1	527	Arrival time of SAR unit to casualty area	Arrival time of SAR unit to casualty area	casualty/accident event data	Manual
C.1	C.1	528	Start of distress phase - time	Start of distress phase - time	casualty/accident event data	Manual

C.2 – Fire casualty record

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
C.2	C.2	225	Adequacy of structural fire protection	Adequacy of structural fire protection	casualty/accident event data	Manual
C.2	C.2	226	Adequate supply of air on board for self-contained breathing apparatus or was outside assistance needed to supply such air	Adequate supply of air on board for self-contained breathing apparatus or was outside assistance needed to supply such air	casualty/accident event data	List
C.2	C.2	227	Action taken by the crew to contain, control and suppress fire and explosion in the space of origin	Briefly explain the action taken by the crew to contain, control and suppress fire and explosion in the space of origin	casualty/accident event data	Manual
C.2	C.2	228	Containment and extinguishment of any fire in the space of origin	Containment and extinguishment of any fire in the space of origin	casualty/accident event data	Manual
C.2	C.2	229	Did fixed fire-extinguishing contribute to extinguish the fire	Did fixed fire-extinguishing contribute to extinguish the fire	casualty/accident event data	List
C.2	C.2	230	Fire detection	Fire detection	casualty/accident event data	List
C.2	C.2	231	Fixed fire-extinguishing installations adjacent areas	Fixed fire-extinguishing installations adjacent areas	casualty/accident event data	List
C.2	C.2	232	Fixed fire-extinguishing installations at site of origin of fire	Fixed fire-extinguishing installations at site of origin of fire	casualty/accident event data	List
C.2	C.2	233	Fixed fire-extinguishing systems used to extinguish the fire	Fixed fire-extinguishing systems used to extinguish the fire	casualty/accident event data	List
C.2	C.2	234	How persons were alerted	How persons were alerted	casualty/accident event data	List
C.2	C.2	235	Observations and comments	Observations and comments	casualty/accident event data	Manual
C.2	C.2	236	Outside assistance provided	Outside assistance provided	casualty/accident event data	List
C.2	C.2	237	Portable fire-extinguishing equipment used	Portable fire-extinguishing equipment used	casualty/accident event data	List

C.2	C.2	238	Protection of means of escape or access for fire fighting	Protection of means of escape or access for fire fighting	casualty/accident event data	Manual
C.2	C.2	239	Time taken to fight fire from first alarm once controlled, to extinguish the fire	Time (suggested format: HH:MM) taken to fight fire from first alarm once controlled, to extinguish the fire	casualty/accident event data	Manual
C.2	C.2	240	Time taken to fight fire from first alarm to control the fire	Time (suggested format: HH:MM) taken to fight fire from first alarm to control the fire	casualty/accident event data	Manual
C.2	C.2	241	Total duration of fire	Total duration of fire (suggested format: HH:MM)	casualty/accident event data	Manual

C.3 – Intact stability

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
C.3	C.3	267	Angle of heel for immersion of uppermost continuous deck - For ship in condition at time of loss	Angle of heel for immersion of uppermost continuous deck - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	268	Angle of heel for immersion of uppermost continuous deck - For ship in fully loaded homogeneous arrival condition	Angle of heel for immersion of uppermost continuous deck - For ship in fully loaded homogenous arrival condition	casualty/accident event data	Manual
C.3	C.3	269	Angle of maximum stability	It is the angle of inclination corresponding to the maximum righting lever.	casualty/accident event data	Manual
C.3	C.3	270	Angle of vanishing stability	It is the limit of positive stability (GZ = 0) which means the second intersection of the righting lever curve with the axis of the inclination angle.	casualty/accident event data	Manual
C.3	C.3	271	Bilge keel - longitudinal extent	Bilge keel - longitudinal extent	casualty/accident event data	Manual
C.3	C.3	272	Bilge keel - width	Bilge keel – width	casualty/accident event data	Manual
C.3	C.3	273	Block coefficient of fineness of displacement - For ship in condition at time of loss	Block coefficient of fineness of displacement - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	274	Block coefficient of fineness of displacement - For ship in fully loaded homogeneous arrival condition	Block coefficient of fineness of displacement - For ship in fully loaded homogenous arrival condition	casualty/accident event data	Manual
C.3	C.3	275	Centre of gravity above moulded base line - For ship in condition at time of loss	Centre of gravity above moulded base line - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	276	Centre of gravity above moulded base line - For ship in fully loaded homogeneous arrival condition	Centre of gravity above moulded base line - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	277	Height of the centre of gravity	Vertical coordinate (z) of the centre of gravity above the moulded base line K.	casualty/accident event data	Manual

C.3	C.3	278	Coefficient of fineness of midship section - For ship in condition at time of loss	Coefficient of fineness of midship section - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	279	Coefficient of fineness of midship section - For ship in fully loaded homogeneous arrival condition	Coefficient of fineness of midship section - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	280	Coefficient of fineness of water plane - For ship in condition at time of loss	Coefficient of fineness of water plane - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	281	Coefficient of fineness of water plane - For ship in fully loaded homogeneous arrival condition	Coefficient of fineness of water plane - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	282	Deck cargo, if any - quantity	Deck cargo, if any – quantity	casualty/accident event data	Manual
C.3	C.3	283	Deck cargo, if any - type	Deck cargo, if any - type	casualty/accident event data	List
C.3	C.3	284	Depth of bar keel, if any	Depth of bar keel, if any	casualty/accident event data	Manual
C.3	C.3	285	Displacement - For ship in condition at time of loss	Displacement - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	286	Displacement - For ship in fully loaded homogeneous arrival condition	Displacement - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	287	Distance between centre of lateral area of ships profile exposed to wind and corresponding waterline - For ship in condition at time of loss	Distance between centre of lateral area of ships profile exposed to wind and corresponding waterline - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	288	Distance between centre of lateral area of ships profile exposed to wind and corresponding waterline - For ship in fully loaded homogeneous arrival condition	Distance between centre of lateral area of ships profile exposed to wind and corresponding waterline - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual

C.3	C.3	289	Distance between the transverse metacentre and centre of Buoyancy - For ship in condition at time of loss	Distance between the transverse metacentre and centre of Buoyancy - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	290	Distance between the transverse metacentre and centre of Buoyancy - For ship in fully loaded homogeneous arrival condition	Distance between the transverse metacentre and centre of Buoyancy - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	291	Draught (amidships) - For ship in fully loaded homogeneous arrival condition	Draught (amidships) - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	292	Enclosed superstructures and deck-houses above the deck to which D was measured - Height	Enclosed superstructures and deck-houses above the deck to which D was measured – Height	casualty/accident event data	Manual
C.3	C.3	293	Enclosed superstructures and deck-houses above the deck to which D was measured - Length	Enclosed superstructures and deck-houses above the deck to which D was measured – Length	casualty/accident event data	Manual
C.3	C.3	294	Enclosed superstructures and deck-houses above the deck to which D was measured - Name	Enclosed superstructures and deck-houses above the deck to which D was measured – Name	casualty/accident event data	Manual
C.3	C.3	295	Estimated rolling period (P-S-P) - For ship in condition at time of loss	Estimated rolling period (P-S-P) - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	296	Estimated rolling period (P-S-P) - For ship in fully loaded homogeneous arrival condition	Estimated rolling period (P-S-P) - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	297	Height of centre of buoyancy above moulded base line - For ship in condition at time of loss	Height of centre of buoyancy above moulded base line - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	298	Height of centre of buoyancy above moulded base line - For ship in fully loaded homogeneous arrival condition	Height of centre of buoyancy above moulded base line - For ship in fully loaded homogeneous arrival condition	casualty/accident event data	Manual
C.3	C.3	299	Extent water trapped on deck	Extent water trapped on deck	casualty/accident event data	Manual

C.3	C.3	300	Lateral area of ships profile (including erections, etc.) exposed to wind - For ship in condition at time of loss	Lateral area of ships profile (including erections, etc.) exposed to wind - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	301	Lateral area of ships profile (including erections, etc.) exposed to wind - For ship in fully loaded homogeneous arrival condition	Lateral area of ships profile (including erections, etc.) exposed to wind - For ship in fully loaded homogenous arrival condition	casualty/accident event data	Manual
C.3	C.3	302	Lightship displacement	It is the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, and passengers and crew and their effects.	casualty/accident event data	Manual
C.3	C.3	304	Maximum righting lever	It is the maximum value of the curve of righting levers plotted against the angle of inclination.	casualty/accident event data	Manual
C.3	C.3	305	Metacentric height (uncorrected) - For ship in condition at time of loss	Metacentric height (uncorrected) - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	306	Metacentric height (uncorrected) - For ship in fully loaded homogeneous arrival condition	Metacentric height (uncorrected) - For ship in fully loaded homogenous arrival condition	casualty/accident event data	Manual
C.3	C.3	307	Quantity of ballast water, if any	Quantity of ballast water, if any	casualty/accident event data	Manual
C.3	C.3	308	Rated amplitude of roll (maximum) - For ship in condition at time of loss	Rated amplitude of roll (maximum) - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	309	Rated amplitude of roll (maximum) - For ship in fully loaded homogeneous arrival condition	Rated amplitude of roll (maximum) - For ship in fully loaded homogenous arrival condition	casualty/accident event data	Manual
C.3	C.3	310	Reduction in GM due to any free surface of liquids - For ship in condition at time of loss	Reduction in GM due to any free surface of liquids - For ship in condition at time of loss	casualty/accident event data	Manual
C.3	C.3	311	Reduction in GM due to any free surface of liquids - For ship in fully loaded homogeneous arrival condition	Reduction in GM due to any free surface of liquids - For ship in fully loaded homogenous arrival condition	casualty/accident event data	Manual

C.3	C.3	312	Righting lever (GZ) for angle of heel = 0° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 0° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	313	Righting lever (GZ) for angle of heel = 0° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 0° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	314	Righting lever (GZ) for angle of heel = 10° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 10° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	315	Righting lever (GZ) for angle of heel = 10° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 10° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	316	Righting lever (GZ) for angle of heel = 20° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 20° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	317	Righting lever (GZ) for angle of heel = 20° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 20° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	318	Righting lever (GZ) for angle of heel = 30° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 30° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	319	Righting lever (GZ) for angle of heel = 30° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 30° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	320	Righting lever (GZ) for angle of heel = 40° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 40° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	321	Righting lever (GZ) for angle of heel = 40° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 40° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	322	Righting lever (GZ) for angle of heel = 50° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 50° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	323	Righting lever (GZ) for angle of heel = 50° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 50° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	324	Righting lever (GZ) for angle of heel = 60° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 60° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	325	Righting lever (GZ) for angle of heel = 60° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 60° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	326	Righting lever (GZ) for angle of heel = 70° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 70° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual

C.3	C.3	327	Righting lever (GZ) for angle of heel = 70° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 70° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	328	Righting lever (GZ) for angle of heel = 80° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 80° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	329	Righting lever (GZ) for angle of heel = 80° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 80° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	330	Righting lever (GZ) for angle of heel = 90° (accident conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 90° angle of heel - conditions at the time of ship loss or accident.	casualty/accident event data	Manual
C.3	C.3	331	Righting lever (GZ) for angle of heel = 90° (arrival conditions)	Righting lever (GZ) based upon centre of gravity (G) corrected for any free surfaces, for 90° angle of heel - ship in the arrival condition (10% stores, fuel, etc).	casualty/accident event data	Manual
C.3	C.3	332	Service conditions	Service conditions	casualty/accident event data	Manual
C.3	C.3	333	Was the vessel under action of helm at time of casualty	Was the vessel under action of helm at time of casualty	casualty/accident event data	List
C.3	C.3	334	Was water trapped on deck	Was water trapped on deck	casualty/accident event data	List
C.3	C.3	336	Were all vulnerable openings effectively closed at time of casualty	Were all vulnerable openings effectively closed at time of casualty	casualty/accident event data	Manual
C.3	C.3	337	Were any special instructions relative to this ship in existence, concerning the maintenance of stability, e.g. filling tanks, etc.	Were any special instructions relative to this ship in existence, concerning the maintenance of stability, e.g. filling tanks, etc.	casualty/accident event data	Manual
C.3	C.3	512	Voyage related restriction limits	Restriction limits for the voyage imposed by the design, crew composition, sea state, etc.	casualty/accident event data	Manual
C.3	C.3	4244	Maximum righting lever (Loss or accident conditions)		casualty/accident event data	Manual
C.3	C.3	4245	Angle of maximum stability (Loss or accident conditions)		casualty/accident event data	Manual
C.3	C.3	4246	Angle of vanishing stability (Loss or accident conditions)		casualty/accident event data	Manual

C.4 – Damage card

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
C.4	C.4	131	Any additional information considered useful (details of construction, etc.)	Any additional information considered useful (details of construction, etc.)	casualty/accident event data	Manual
C.4	C.4	132	Appropriation of breached compartment (s)	Appropriation of breached compartment (s)	consequences	List
C.4	C.4	140	Damaged ship	Damaged ship	consequences	List
C.4	C.4	144	Draft before damage - Aft	Draft before damage - Aft	consequences	Manual
C.4	C.4	145	Draft before damage - Fore	Draft before damage - Fore	consequences	Manual
C.4	C.4	146	Height of subdivision deck	Height of subdivision deck	consequences	Manual
C.4	C.4	147	If there was a double bottom in the damaged area, indicate whether the inner bottom was breached	If there was a double bottom in the damaged area, indicate whether the inner bottom was breached	consequences	Manual
C.4	C.4	148	Manner of sinking	Manner of sinking	consequences	Manual
C.4	C.4	149	Number of compartments flooded	Number of compartments flooded	consequences	Manual
C.4	C.4	150	Position of watertight bulkheads in vicinity of damage (distance from AP) - aft	Position of watertight bulkheads in vicinity of damage (distance from AP) - aft	consequences	Manual
C.4	C.4	151	Position of watertight bulkheads in vicinity of damage (distance from AP) - fore	Position of watertight bulkheads in vicinity of damage (distance from AP) - fore	consequences	Manual
C.4	C.4	152	Side: Area of damage	Side: Area of damage	consequences	Manual
C.4	C.4	153	Side: Distance from AP to centre of damage	Side: Distance from AP to centre of damage	consequences	Manual
C.4	C.4	154	Side: Distance from baseline to the lower point of damage	Side: Distance from baseline to the lower point of damage	consequences	Manual

C.4	C.4	155	Side: Height of damage - h	Side: Height of damage - h	consequences	Manual
C.4	C.4	156	Side: Height of damage - h1	Side: Height of damage - h1	consequences	Manual
C.4	C.4	157	Side: Length of damage - l	Side: Length of damage - l	consequences	Manual
C.4	C.4	158	Side: Length of damage - l1	Side: Length of damage - l1	consequences	Manual
C.4	C.4	159	Side: Penetration of damage - b	Side: Penetration of damage - b	consequences	Manual
C.4	C.4	160	Side: Penetration of damage - b1	Side: Penetration of damage - b1	consequences	Manual
C.4	C.4	161	Striking ship bow geometry : x1	Striking ship bow geometry : x1	consequences	Manual
C.4	C.4	162	Striking ship bow geometry : x2	Striking ship bow geometry : x2	consequences	Manual
C.4	C.4	163	Striking ship bow geometry : x3	Striking ship bow geometry : x3	consequences	Manual
C.4	C.4	164	Striking ship bow geometry : y1	Striking ship bow geometry : y1	consequences	Manual
C.4	C.4	165	Striking ship bow geometry : y2	Striking ship bow geometry : y2	consequences	Manual
C.4	C.4	166	Time taken to sink after collision	Time taken to sink after collision	consequences	Manual
C.4	C.4	167	Was a transverse subdivision bulkhead damaged?	Was a transverse subdivision bulkhead damaged?	consequences	List
C.4	C.4	168	Was the collision bulkhead damaged?	Was the collision bulkhead damaged?	consequences	List
C.4	C.4	169	Was there a double bottom in the damaged area?	Was there a double bottom in the damaged area?	consequences	List
C.4	C.4	170	Was there a separate penetration from the bulbous bow?	Was there a separate penetration from the bulbous bow?	consequences	List
C.4	C.4	4211	Draft after damage - Aft	Draft after damage - Aft	consequences	Manual
C.4	C.4	4212	Draft after damage - Fore	Draft after damage - Fore	consequences	Manual

C.4	C.4	4213	Draft after damage - Mid (calc.)	Draft after damage - Mid (calc.)	consequences	Manual
C.4	C.4	4214	Damage type	Damage type	consequences	List
C.4	C.4	4215	Hole in ship	Hole in ship	consequences	List
C.4	C.4	4216	Ship side	The side of the ship where the damage occurred	consequences	List
C.4	C.4	4217	Position - reference to WL	Position - reference to WL	consequences	List
C.4	C.4	4218	Damaged position	Damaged position	consequences	List
C.4	C.4	4229	Cargo damage	Cargo damage	consequences	List
C.4	C.4	4247	Height to WL (m)	Height to WL (m)	consequences	Manual

C.5 – Occurrence general note

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
C.5	C.5	4254	Date	Date of general note	other	Date-Auto
C.5	C.5	4255	Subject	Subject of general note	other	Manual
C.5	C.5	4256	Note text	General note text	other	Manual

D. CASUALTY ANALYSIS

D.1 – Casualty events

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.1	D.1	199	Casualty sequence	Sequence of casualty events	casualty/accident event data	Manual
D.1	---	NEW 17	Event date	The date when the event happened, if applicable	casualty/accident event data	Date
D.1	---	NEW 18	Event time	The time when the event started or happened, if applicable (format: HH.MM)	casualty/accident event data	Manual
D.1	D.1	520	Casualty event	Casualty events are unwanted events in which there was some kind of energy release with impact on people and/or ship and its cargo or environment. The initial casualty will be the one that appears in the notification and it will be shown in first place in the investigation navigation tree.	casualty/accident event data	List
D.1	D.1	521	Deviation	Deviation is the categorization of the last event differing from the norm and leading to the accident. If there is a chain of events leading to the accident, the last 'Deviation' must be recorded (the 'Deviation' closest in time to the point at which the accident occurred).	casualty/accident event data	List
D.1	D.1	522	Type of accident to person(s)	The mode in which a person (crewmember, passenger or other person) was injured or killed, classified as accident to person(s).	casualty/accident event data	List

D.2 – Accidental events

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.2	---	NEW 19	Accidental event date	The date when the accidental event happened, if applicable	casualty/accident event data	Date
D.2	---	NEW 20	Accidental event time	The time when the accidental event started or happened, if applicable (format: HH.MM)	casualty/accident event data	Manual

D.2.1 – Environmental effect

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.2.1	D.2.1	35	Waves direction rel. to ship head	Waves direction in relation to ship heading (in angle degrees)	casualty/accident event data	Manual
D.2.1	D.2.1	37	Wind direction rel. to ship head	Wind direction in relation to ship heading (in angle degrees)	casualty/accident event data	Manual
D.2.1	D.2.1	174	Impact	The impact of the environmental effect	casualty/accident event data	List
D.2.1	D.2.1	175	Phenomenon	The nature of the environmental effect	casualty/accident event data	List
D.2.1	D.2.1	192	Actor	The force of nature or other type of actor of the environmental effect	casualty/accident event data	Manual
D.2.1	D.2.1	193	Casualty stage	The stage of the accidental event, just after or during the accident or during the emergency response to the accident.	casualty/accident event data	List
D.2.1	D.2.1	195	Event description	Describe the event which means the action carry out by the actor during a certain period of time.	casualty/accident event data	Manual
D.2.1	D.2.1	196	Event type	Environmental factors, when not considered as contributing factors but as events themselves, like wind, waves, ice and current may have a significant effect on the behaviour of the vessel. These factors may not necessarily show extreme strength in order to feature in the casualty or accident sequence.	casualty/accident event data	Manual-Auto
D.2.1	D.2.1	198	Place actor on board	The place on board where the environmental effect took place	casualty/accident event data	List

D.2.2 – Equipment failure

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.2.2	D.2.2	188	Damage class	Damage class qualifies the accidental event according to the (potential) danger to the ship	casualty/accident event data	List
D.2.2	D.2.2	189	Manner of system failure	The manner in which a machine or equipment of a system fails. Generally describes the way the failure occurs and its impact on equipment operation.	casualty/accident event data	List
D.2.2	D.2.2	190	Immediate physical cause	The final basic reason for the failure or which initiate the physical process by which deterioration proceeds to failure, in a series of events leading to a particular result or consequence therefore very close or connected in space or time.	casualty/accident event data	List
D.2.2	D.2.2	191	System of the equipment	A set of interacting or interdependent physical or technological entities forming an integrated whole	casualty/accident event data	List
D.2.2	D.2.2	1192	Actor	Any type of system, equipment or a piece of an equipment.	casualty/accident event data	List
D.2.2	D.2.2	1193	Casualty stage	The stage of the accidental event, just after or during the accident or during the emergency response to the accident.	casualty/accident event data	List
D.2.2	D.2.2	1195	Event description	Describe the event which means the action carry out by the actor during a certain period of time.	casualty/accident event data	Manual
D.2.2	D.2.2	1196	Event type	The accidental event type (automatically completed)	casualty/accident event data	List-Auto
D.2.2	D.2.2	1198	Place actor on board	The place on board where the equipment failure took place	casualty/accident event data	List

D.2.3 – Hazardous material

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.2.3	D.2.3	2192	Actor	Any type of material or substance irrespective of the state (solid, liquid, gas / vapor)	casualty/accident event data	Manual
D.2.3	D.2.3	2193	Casualty stage	The stage of the accidental event, just after or during the accident or during the emergency response to the accident.	casualty/accident event data	List
D.2.3	D.2.3	2195	Event description	Describe the event which means the action carry out by the actor during a certain period of time.	casualty/accident event data	Manual
D.2.3	D.2.3	2196	Event type	The accidental event type (automatically completed)	casualty/accident event data	List-Auto
D.2.3	D.2.3	2198	Place actor on board	Place actor on board	casualty/accident event data	List
D.2.3	D.2.3	243	Failure type	Critical events associated with the presence of: a. Explosive, flammable or toxic material, where the main sources are cargo and fuel of any kind; b. Wrong distribution of cargo, equipment or other objects on board of the ship c. Cargo, equipment or other objects not secured or not contained; d. Other types of material on board of the ship that due to is condition could be considered dangerous.	casualty/accident event data	List
D.2.3	D.2.3	244	Hazard	The type of action/operation in which the hazard was identified	casualty/accident event data	List
D.2.3	D.2.3	245	Material	The hazardous material involved	casualty/accident event data	List
D.2.3	D.2.3	246	Type of material	The type of the hazardous material involved	casualty/accident event data	List

D.2.4 – Human action

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.2.4	D.2.4	3192	Actor	A person or a group of people directly involved in the action.	human element data	Manual
D.2.4	D.2.4	3193	Casualty stage	The stage of the accidental event, just after or during the accident or during the emergency response to the accident.	human element data	List
D.2.4	D.2.4	3195	Event description	Describe the event which means the action carry out by the actor during a certain period of time.	human element data	Manual
D.2.4	D.2.4	3196	Event type	The accidental event type (automatically completed)	human element data	List-Auto
D.2.4	D.2.4	3198	Place actor on board	Place actor on board	human element data	List
D.2.4	D.2.4	213	Duration of sleep (24hr)	Duration of the sleep (24h past period before the casualty)	human element data	Manual
D.2.4	D.2.4	221	Duration of sleep (7d)	Duration of the sleep (for the last 7 days period before the casualty)	human element data	Manual
D.2.4	D.2.4	590	Hours of work (24hr)	The time during which the seafarer was required to do work on account of the ship, in the 24-hour period before the accident. The maximum hours of work shall not exceed 14 hours in any 24-hour period. This rule does not apply to young seafarers.	human element data	Manual
D.2.4	D.2.4	214	Hours of rest (24hr)	Time outside hours of work in the 24-hour period before the accident. It does not include short breaks. The minimum hours of rest shall not be less than ten hours in any 24-hour period.	human element data	Manual
D.2.4	D.2.4	223	Number of rest periods (24hr)	The number of rest periods the person had in the 24-hour period before the accident.	human element data	Manual
D.2.4	D.2.4	224	Longest rest period (24hr)	The longest rest period the person had in the 24-hour period before the accident.	human element data	Manual
D.2.4	D.2.4	591	Hours of work (7d)	The time during which the seafarer was required to do work on account of the ship, in the 7-day period before the accident. The maximum hours of work shall not exceed 72 hours in any 7-day period. This rule does not apply to young seafarers.	human element data	Manual
D.2.4	D.2.4	215	Hours of rest (last 7d)	Time outside hours of work in the 7-day period before the accident. It does not include short breaks. The minimum hours of rest shall not be less than 77 hours in any 7-day period.	human element data	Manual

D.2.4	D.2.4	255	On duty	If the actor was on duty prior to the casualty occurrence	human element data	List
D.2.4	D.2.4	216	Duty-time before accident	Duty time before the accident	human element data	Manual
D.2.4	D.2.4	217	Inadequate design factors	Inadequate design factors that may affect human action(s)	human element data	List
D.2.4	D.2.4	218	Jet lag	A physiological condition which results from alterations to the body's circadian rhythms resulting from rapid long-distance transmeridian (east–west or west–east) travel on high-speed aircraft.	human element data	List
D.2.4	D.2.4	219	Nr. of simultaneous goals	The number of simultaneous goals the person that took the action had.	human element data	Manual
D.2.4	D.2.4	220	Poor quality of sleep	Poor quality of sleep, or sleep with interruptions	human element data	List
D.2.4	D.2.4	592	Diet	Any issues on the diet scheme of the person, that may affect physical or psychological state or performance (e.g. lack of food, poor nutritional value of diet schedule, diet not available according to nutritional preferences (vegetarian, religious restrictions on diet, etc.).	human element data	List
D.2.4	D.2.4	222	Time of day / Human circadian rhythm	The time of the day when the action took place, in particular whether or not the person is adjusted to the current time (circadian rhythm).	human element data	List
D.2.4	D.2.4	247	Age (actor)	Time in years between the birth date and the date of the casualty.	human element data	Manual
D.2.4	D.2.4	250	Gender (actor)	The gender of the actor	human element data	List
D.2.4	D.2.4	253	Nationality (actor)	The nationality of the actor	human element data	List
D.2.4	D.2.4	260	Present rank	The present rank of the actor (if crew); if not crew select n.a	human element data	List
D.2.4	D.2.4	258	Time at present rank	The time duration at the present rank of the actor (if crew) in months; if not crew select n.a	human element data	Manual
D.2.4	D.2.4	248	Current qualification	The qualification held by the actor, regardless of the present rank	human element data	List
D.2.4	D.2.4	263	State issuing cert. of comp.	The State that issued the certificate of competence for the rank held by the actor	human element data	List
D.2.4	D.2.4	259	Previous experience (ship, …)	Previous experience with the type of ship, or cargo, or equipment.	human element data	Manual
D.2.4	D.2.4	262	Service at sea	Years of service at sea (any rank)	human element data	Manual

D.2.4	D.2.4	261	Service current employer	Months of service with current employer	human element data	Manual
D.2.4	D.2.4	249	Action modes	Categories describing how an action that led to a failure can manifest itself	human element data	List
D.2.4	D.2.4	254	Observation	This is a cognitive function of a person that explains the action mode, when it is a consequent of a failed / incorrect observation.	human element data	List
D.2.4	D.2.4	252	Interpretation	This term is used to explain the action mode, as a common label for understanding, diagnosis, and evaluation. It thus refers to a group of cognitive processes that have to do with the further breakdown or resolution of the observed information.	human element data	List
D.2.4	D.2.4	257	Planning	Planning includes all functions that have to do with setting out the detailed course of action, i.e., choosing and scheduling.	human element data	List
D.2.4	D.2.4	256	Permanent condition	The permanent person related functions are present in all situations, hence exert a constant influence.	human element data	List
D.2.4	D.2.4	265	Temporary condition	The temporary person related function consist a performance variability factor	human element data	List
D.2.4	D.2.4	264	Task	The ship operation as part of which the actor is carrying out a task	human element data	List
D.2.4	D.2.4	266	Lack training	When the actor is lacking training on an area that has to do with his / her action(s)	human element data	List

D.2.5 – Other agent or vessel

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.2.5	D.2.5	386	System category	External service or emergency support	casualty/accident event data	List
D.2.5	D.2.5	387	Task affected	The nature of the task affected	casualty/accident event data	List
D.2.5	D.2.5	4192	Actor	Any person, group of people or body with external influence on the ship.	casualty/accident event data	Manual
D.2.5	D.2.5	4193	Casualty stage	The stage of the accidental event, just after or during the accident or during the emergency response to the accident.	casualty/accident event data	List
D.2.5	D.2.5	4195	Event description	Describe the event which means the action carry out by the actor during a certain period of time.	casualty/accident event data	Manual
D.2.5	D.2.5	4196	Event type	The accidental event type (automatically completed)	casualty/accident event data	List-Auto
D.2.5	D.2.5	4198	Place actor on board	Place actor on board, if possible	casualty/accident event data	List

D.2.6 – Unknown

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.2.6	D.2.6	4241	Actor	Any actor for the unknown accidental event	casualty/accident event data	Manual
D.2.6	D.2.6	4242	Casualty stage	The stage of the accidental event, just after or during the accident or during the emergency response to the accident.	casualty/accident event data	List
D.2.6	D.2.6	4243	Event description	Describe the event which means the action carry out by the actor during a certain period of time.	casualty/accident event data	Manual
D.2.6	D.2.6	NEW 22	Event type	The accidental event type (automatically completed)	casualty/accident event data	List-Auto

D.3 – Contributing factors

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.3	D.3	NEW 11	Documentation issue	If any safety issue that was discovered during the investigation process is relevant to the documentation of the vessel	safety issues	List
D.3	D.3	NEW 12	Working clothes / PPE (used)	Working clothes/PPE which have been used in connection with the casualty	safety issues	List
D.3	D.3	116	Working clothes / PPE (deficient)	Deficient status of working clothes/PPE in connection with the casualty	safety issues	List
D.3	---	NEW 21	Relevant legislation	Select whether the contributing factor is related to a certain field of the existing legislation	safety issues	List
D.3	D.3	194	Contributing factor description	Description of a contributing factor	safety issues	Manual
D.3	D.3	197	Contributing factor coding	The coding of a contributing factor	safety issues	List
D.3	D.3	NEW 17	Concerned Legislation	The legislative provisions that have been relevant to the contributing factor	safety issues	List

D.4 – Early alert

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.4	D.4	NEW 14	Early Alert Description	The description of the Early (safety) Alert)	safety issues	Manual
D.4	D.4	4294	Issued on	Date of issuance of Early (safety) Alert	safety issues	Date
D.4	D.4	4295	Sent to	Name and address of the addressees of early (safety) alert	safety issues	Manual
D.4	D.4	4296	Published (web)	Whether the Early Alert was uploaded on the AI's website	safety issues	List
D.4	D.4	4297	Early Alert Notes	Comments and remarks on the early alert	safety issues	Manual

D.5 – Safety recommendations

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.5	D.5	395	Safety Recommendation	The description of the SR	safety issues	Manual
D.5	D.5	390	Coding to whom SR is addressed	Coding of safety recommendation addressees	safety issues	List
D.5	D.5	393	Organization to whom SR is addressed	Organization to whom SR is addressed	safety issues	Manual
D.5	D.5	394	Recommended date to comply	If there is a recommended date to comply with the SR	safety issues	Date
D.5	D.5	396	Safety Recommendation agreed	Whether the addressee has agreed on the safety recommendation	safety issues	List
D.5	D.5	397	Safety Recommendation coding	The coding of the SR focus	safety issues	List
D.5	D.5	4271	SR Closed (no response)	Whether the SR has been considered as closed due to the fact that no answer was received from the addressee	safety issues	List
D.5	D.5	4301	Follow-up	Comments on the follow-up of	safety issues	Manual
D.5	D.5	391	Date of accomplishment	The date of accomplishment of the SR	safety issues	Date
D.5	D.5	392	Feedback on action(s)	Any feedback on action(s) taken concerning the SR	safety issues	Manual
D.5	D.5	4302	SR notes	Any comments or remarks on the SR	safety issues	Manual

D.6 – Action Taken

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.6	D.6	4263	AT description	Description of Action Taken (before SR is issued)	safety issues	Manual
D.6	D.6	4264	AT coding	The coding of the action taken	safety issues	List
D.6	D.6	4265	AT focus	The focus of the action taken	safety issues	List
D.6	D.6	4266	Taken by	Who took the action	safety issues	Manual
D.6	D.6	4267	Taken by coding	The coding of who took the action	safety issues	List
D.6	D.6	4268	Taken on (date)	Date on which the action was taken or implemented	safety issues	Date
D.6	D.6	4269	AT follow-up	Feedback on the action taken	safety issues	Manual
D.6	D.6	4270	AT notes	Notes and remarks on the action taken	safety issues	Manual

D.7 – Consultation

D.7.1 – Consultation with Other Interested States

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.7.1	D.7.1	4303	Date in	Date when the consultation of the safety report started on	administrative data	Date
D.7.1	D.7.1	4304	Date out	Date when the consultation of the safety report ended on	administrative data	Date
D.7.1	D.7.1	4305	Country	Countries that participated in the consultation of the safety report	administrative data	List
D.7.1	D.7.1	4306	Organization	Name of the consulted organization(s)	administrative data	Manual
D.7.1	D.7.1	4307	Contact info	Name, fax, e-mail, etc for contacting the consulted organization	administrative data	Manual
D.7.1	D.7.1	4308	Consultation with OIS notes	Notes on the consultation with other interested States	administrative data	Manual

D.7.2 – Consultation with Other Interested Parties

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
D.7.2	D.7.2	4309	Date in	Date when the consultation of the safety report started on	administrative data	Date
D.7.2	D.7.2	4310	Date out	Date when the consultation of the safety report ended on	administrative data	Date
D.7.2	D.7.2	4311	Country	Countries to which the party that took part in the consultation of the safety report belongs to	administrative data	List
D.7.2	D.7.2	4312	Name	Name of the consulted party	administrative data	Manual
D.7.2	D.7.2	4313	Contact info	Name, fax, e-mail, etc for contacting the consulted party	administrative data	Manual
D.7.2	D.7.2	4314	Consultation with OIP notes	Notes on the consultation with other interested parties	administrative data	Manual

E. OTHER ADMINISTRATIVE DATA

New categ. code	Old categ. code	Current EMCIP Id	Attribute	Definition	Thematic Entity	Value type (e.g.manual, list)
E	E	4329	Note: Title	Title of a case general administrative note	administrative data	Manual
E	E	4330	Note: Text	Text of the general administrative note	administrative data	Manual
E	E	4331	Note: Date	Date of the general administrative note	administrative data	Date-Auto
E	E	4332	Note: Time	Time of the general administrative note	administrative data	Time-auto
E	E	4333	Note: Author	Name of the administrative note's author	administrative data	Manual-Auto
E	E	4220	EMSA's note: author	Author of the EMSA's note	other	Manual-Auto
E	E	4221	EMSA's note: date	Date of the EMSA's note	other	Date-Auto
E	E	4222	EMSA's note: text	Text of the EMSA's note	other	Manual
E	E	4225	(Workflow note) Date	Date of the workflow note	other	Date-Auto
E	E	4226	(Workflow note) User	The user who created the workflow note	other	Manual-Auto
E	E	4227	(Workflow note) Text	The text of the workflow note	other	Manual
E	E	4228	(Workflow note) Operation	The operation that is linked to the workflow note	other	Manual-Auto
E	E	4290	Peer review: planned date	The planned date for a peer review	administrative data	Date
E	E	4291	Peer review: actual date	The actual date of the peer review	administrative data	Date
E	E	4292	Peer review: participants	Participants of the peer review	administrative data	Manual
E	E	4293	Peer review note	Peer review note	administrative data	Manual

E	E	4276	Other party: name	Name of other parties that are interested by, or can hold information relevant to the casualty	administrative data	Manual
E	E	4277	Other party: contact/address	Phone, fax and e-mail of other parties that are interested by, or can hold information relevant to, the casualty	administrative data	Manual
E	E	4278	Other party: note	Comments and remarks on other party	administrative data	Manual
E	E	4279	Requested action: date	Date on which other parties were requested to take certain actions in regard to the casualty	administrative data	Date
E	E	4280	Requested action: contact/address	Phone, fax and e-mail of other parties were requested to take certain actions in regard to the casualty	administrative data	Manual
E	E	4281	Requested action: note	Comments and remarks on the requested action	administrative data	Manual
E	E	4323	Evidence ID	Identification of the evidence	administrative data	Manual
E	E	4324	Acquisition date	Date when the evidence was acquired/secured	administrative data	Date
E	E	4325	Released date	Date when the evidence was released to another party	administrative data	Date
E	E	4326	Shared with	Identify other parties which the evidence is shared with	administrative data	Manual
E	E	4327	Stored at	Identify the place (physical or virtual) where the evidence is stored	administrative data	Manual
E	E	4328	Evidence notes	Any comments and remarks on the evidence	administrative data	Manual
E	E	4234	IMO transfer date	Date when the report was transferred to IMO database (GISIS)	investigation report data	Manual-Auto
E	E	4235	Were the criteria met?	If the criteria for transfer to GISIS were met.	investigation report data	Manual-auto
E	E	4238	Report attached	If the report file was attached when sending to GISIS	investigation report data	List-Auto
E	E	4239	Workflow status when sent	What was the workflow status when the occurrence was sent to GISIS	administrative data	List-Auto
E	E	4240	Result of transfer	The result of the transfer to GISIS	investigation report data	List-Auto
E	E	4286	Milestone: Planned date	The planned date of a milestone	administrative data	Date
E	E	4287	Milestone: Actual date	The actual date of reaching the milestone	administrative data	Date

E	E	4288	Milestone: Code	Any code used for the milestone	administrative data	List
E	E	4289	Milestone notes	Milestone notes	administrative data	Manual
E	E	338	Modification date	Date of last modification made to the occurrence	administrative data	Date-Auto
E	E	339	Modification made by	The person who made the modification	administrative data	Manual-Auto
E	E	340	Modification note	Modification note	administrative data	Manual
E	E	533	Occurrence History	Occurrence History	administrative data	Manual-Auto
E	E	534	Occurrence History Description	Occurrence History Description	administrative data	Manual-Auto
E	E	535	Date History Created	Date History Created	administrative data	Manual-Auto
E	E	536	Occurrence Status (History)	Occurrence Status (History)	administrative data	Manual-Auto
E	E	538	Casualty Report Number (History)	Casualty Report Number (History)	administrative data	Manual-Auto
E	E	539	State Reporting (History)	State Reporting (History)	administrative data	Manual-Auto
E	E	540	User Name (History)	User Name (History)	administrative data	Manual-Auto
E	E	541	User Role (History)	User Role (History)	administrative data	Manual-Auto
E	E	542	Message (History)	Message (History)	administrative data	Manual-Auto
E	E	598	Owned By Organisation (History)	Owned By Organisation	administrative data	Manual-Auto
E	E	599	Investigator in charge (History)	Investigator in charge	administrative data	Manual-Auto

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