STATUS AT NATIONAL LEVEL

Maritime Incident Reports

Submitted by EMSA

Summary	Presents the outcome of the analysis on Incident reporting through SSN and raises questions on how the situation could be improved.
Action to be taken	As per paragraph 4
Related documents	a. Directive 2002/59/EC b. Directive 2000/59/EC c. SSN Incident Report Guidelines d. SSN 16 Workshop Report (Action point 5)

1. BACKGROUND INFORMATION

The notification of ships posing a potential hazard to shipping or a threat to maritime safety, the safety of individuals or the environment and intervention in the event of incidents and accidents at sea (Incident Report) is covered by the Articles 16, 17 and 21 of the Directive 2002/59/EC as amended. An Incident Report should be generated for the following situations:

- Reports related to ship safety and seaworthiness (using SITREP form);
- Reports related to the environment: pollution reports (POLREP);
- Reports on containers or packages seen drifting at sea (LostFoundObjects Incident Report);
- Other Incident Reports related to:
  - Ships which have failed to comply with the notification and reporting requirements of Directive 2002/59/EC;
  - Ships which have failed to comply with the applicable rules in ship routing systems and VTSs that are within the responsibility of a MS;
  - Ships which have been refused access to ports of Member States;
  - Ships which have failed to notify that they have, or do not have, insurance certificates or financial guarantees;
  - Ships which have been reported by pilots or port authorities as having apparent anomalies which may prejudice their safe navigation or create a risk for the environment;
  - Results of inspections.

In parallel, information of ships which have not delivered their ship-generated waste and cargo residues should be sent through SSN and in accordance with Article 12.3 of Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues.

In order to facilitate the exchange and operational use of the IRs in SSN system EMSA was tasked to:

- Draft practical guidelines for notifying IR into SSN; these guidelines were approved at SSN WS 10[1];
- Set up a working group on Incident Reports (IRWG) to improve the IR process;
- Include in SSN workshops a document regarding IR best practices.

In May 2013 EMSA's MSS analysed the content of Incident Reports' details. The objectives of the analysis were to identify the global overview of the situation, the main deficiencies, and consequently propose actions to improve the quality and the operational use of the IR data.

EMSA's MSS retrieved, via the SSN User Web Interface (UWI), the details of all IRs provided by the Member States in May 2013[2]. The content of these IRs was cross checked with the SSN Incident Report Guidelines to verify if:

- The type of the report was properly selected (e.g. if the collision was reported as a SITREP and not as Other);
- The report was provided as distributed and if the distribution list was correct;
- The content of IR is understandable and complete (e.g. correctly formatted, containing all necessary information etc.).

Moreover for the statistical purposes the description of the incident/accident (e.g. engine failure, fire on board, etc.) and the way of sending (via UWI or XML interface) were recorded.

2. GENERAL FIGURES

Based on the survey the following statistical figures were extracted:

- 179 Incident Reports were submitted by the Member States in May 2013;
- Number of samples per country differed from around 50 (IT, FR) to 0 (BE, BG, CY, EE, IS, LV, LT, RO). Table 1 in Annex I shows the detailed results per Member State;
- 131 SITREP's, 22 POLREP's, 3 WASTE, 2 Lost & Found Containers and 21 IRs type Others were provided in the reported period;
- 55% of the IRs were sent from SSN UWI and remaining 45% using XML interface (FR, ES and SI);
- 92% were provided as a downloadable document (Doc, PDF, HTML, etc.), 6% in XML form (MS2SSN_Alert_Res) and 2% as a contact details;

---

[1] The current version of SSN IR Guidelines is available from:
 http://emsa.europa.eu/documents/technical-documentation.html
[2] Waste Incident Reports reported by France (360 notifications) were excluded from this analysis.

- 98 (54.8%) of the IRs were distributed to the Member States along the planned route or internally and 81 (45.2%) were sent only to SSN central system;
- The main causes of incident/accident are: engine failures (47.5%), different type of pollutions (12.3%) and breach of the VTS or MRS regulations (8.9%). More details are available at Figure 3 in Annex II.

Based on the survey findings and checks it is noted that the trends of reporting of IRs to SSN are positive as presented at Figures 1 and 2 below:
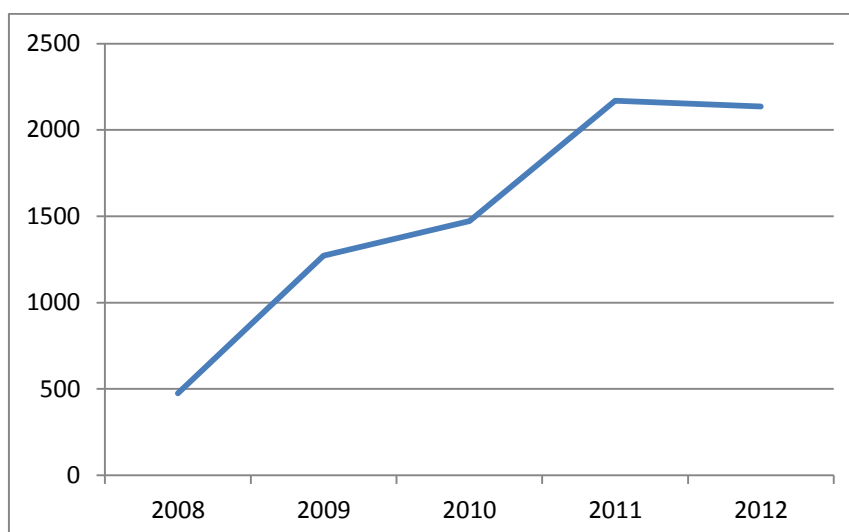

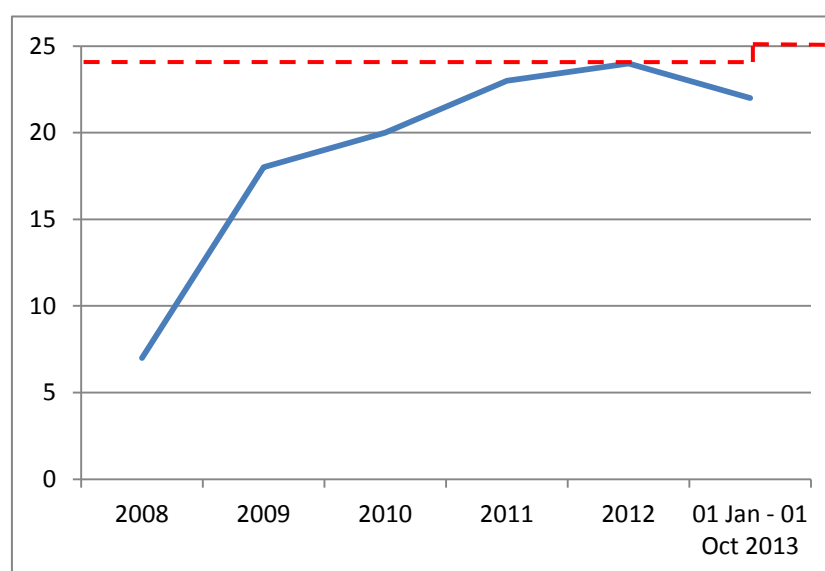**Figure 1 – Number of Incident Reports provided to SSN[3]**

Figure 2 – Number of Member States providing IR to SSN[4]

---

[3] Year 2013 is not introduced as the figures for whole year are not yet available.
[4] The red dotted line corresponds to the number of MSs that have to report IRs to SSN.

3. EMSA ANALYSIS

3.1 Issues identified

The issues identified are mainly on the quality, completeness and the distribution of IR's:

a) Lack of distribution in important cases e.g. as towing of a damaged vessel from Mediterranean Sea to Baltic Sea;

b) IR sent for "not-identified" vessel however file attached to the IR contains all the details regarding vessel identification;

c) Distribution of IRs via e-mail without providing the same data to SSN;

d) Some of the reports were in the national language without translation;

e) Wrong classification of the type of IR (e.g. "vessel not under command" sent as Other instead of SITREP or vessel which breaches the MRS regulation reported as SITREP instead of Other);

f) In case of collision the IR was only sent for one of the vessels involved;

g) Very often SSN is not used to inform Flag State for incident concerning one of it vessels;

h) IRs concerning exercises should be sent to the SSN training environment;

i) For ships failing to comply with the notification and reporting obligation an IR must be sent (in May 2013 only 2 IR where sent for such situation). On average, there are 45 missing notifications per month found by the MSS and confirmed by MSs.

It should be noted that the new XML messaging framework for IRs (version 2.07) should better serve the operational needs of the MSs (identifying each type of IR, distributing via XML and not only using the web distribution tool, giving the possibility of IRs updates, providing feedback linked to the initial IR, etc.).

3.2 Best practices identified

As agreed during the SSN WS16, EMSA identified "best practices" to be promoted that are listed below:

 a) Updates on the situation related to incident or accident

Even though the current version of SSN does not allow updating of IRs it was noticed that some MSs update the status of incident or accident by sending another notification for the same vessel.

b) Follow up actions such as PSC/Flag State inspection

The Incident Report listing on follow up actions (e.g. visits to specific ships), are not yet widely used. Nevertheless some examples of cooperation in this area were identified in SSN (e.g. result of an inspection performed by Greece following the IR provided by Italy).

c) SSN used as a tool for the national distribution of IR

Coastal stations holding relevant information on ship that has been involved in an incident or accident or has failed to comply with certain requirements must communicate it to the MSs on the planed route of the ship. During the analysis performed in May

2013, it was noticed that some MSs (e.g. GR, IT, FI, NL and PT) use the SSN Central system distribution functionality to inform their local competent authorities (LCAs) about an incident or accident.

4. FOLLOW UP ACTIONS

In order to further improve incident reporting through SSN, EMSA will continue reporting on IR data quality, completeness and distribution issues.

Furthermore feedback on best practices will be provided once a year with the purpose of share the experience among MSs.

Member States are invited to note the information and take appropriate measures to improve the IR process.

Annexes:

Annex I – Number of Incident Reports per Ms and by type

Annex II - Number of Incident Reports per Type

Annex I

Member State	SITREP	POLREP	WASTE	Lost&Found Containers	Others	TOTAL
Belgium	-	-	-	-	-	-
Bulgaria	-	-	-	-	-	-
Cyprus	-	-	-	-	-	-
Denmark	1	-	-	-	-	1
Estonia	-	-	-	-	-	-
Finland	5	-	-	-	1	6
France	30	16	-	2	-	48
Germany	1	-	-	-	-	1
Greece	10	1	-	-	-	11
Iceland	-	-	-	-	-	-
Ireland	1	-	-	-	-	1
Italy	38	2	-	-	10	50
Latvia	-	-	-	-	-	-
Lithuania	-	-	-	-	-	-
Malta	1	-	-	-	-	1
Netherlands	3	2	-	-	5	10
Norway	4	1	-	-	-	5
Poland	1	-	-	-	-	1
Portugal	9	-	-	-	1	10
Romania	-	-	-	-	-	-
Slovenia	-	-	-	-	1	1
Spain	14	-	-	-	3	17
Sweden	2	-	-	-	-	2
United Kingdom	11	-	3	-	-	14
Total	131	22	3	2	21	179

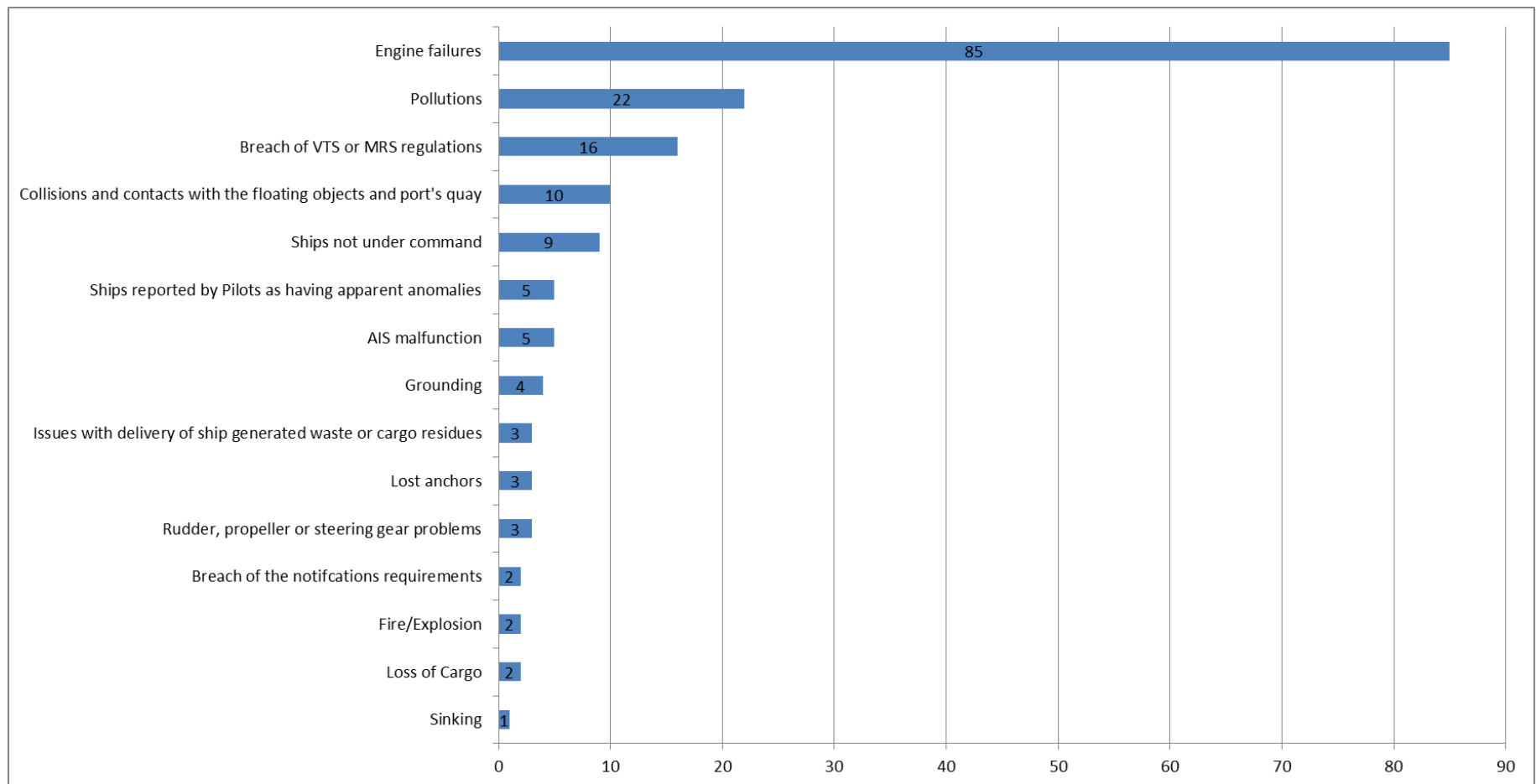**Table 1 – Number of Incident Reports per MS and by type (May 2013)**

Annex II

Figure 3 – Number of Incident Reports per Type (May 2013)