



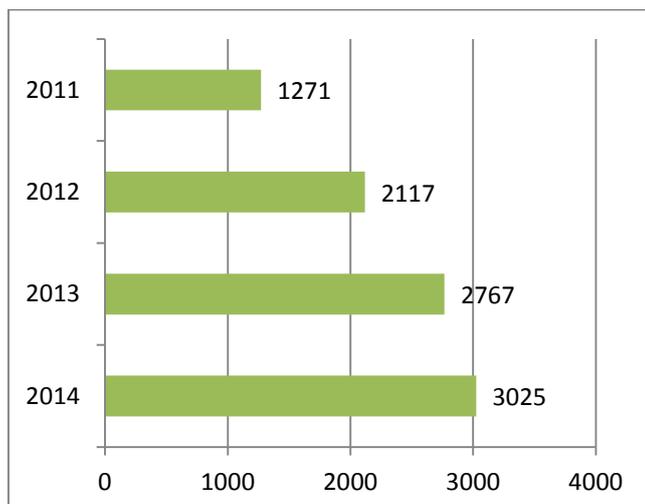
Information leaflet Marine Casualties

Since 2011 the EMSA (European Maritime Safety Agency) collects data on marine casualties and incidents by means of EMCIP (European Marine Casualty Information Platform). This is a centralized database for European member states to store and analyze information on marine casualties and incidents.

Over the period 2011–2014 303 seafarers lost their lives.

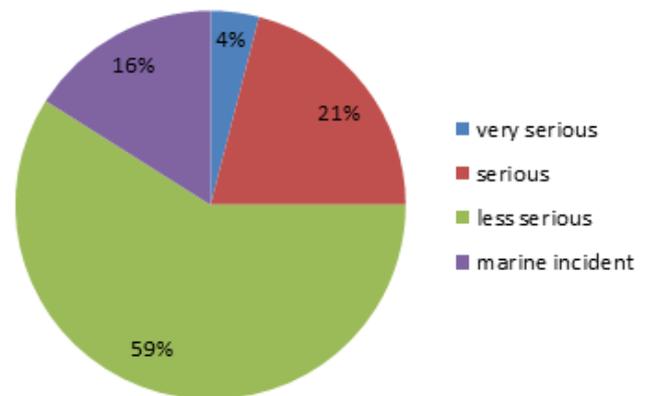
The EMSA has recently published the statistics for the period 2011 – 2014. Some highlights in graphs:

Number of reported casualties and incidents



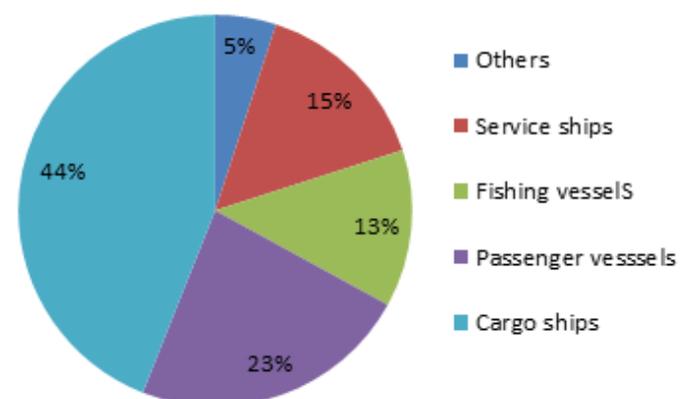
The increase of occurrences is also to be attributed to the improvement in reporting, and should not (only) be seen as an increase in occurrences overall.

Classification of accidents/incidents

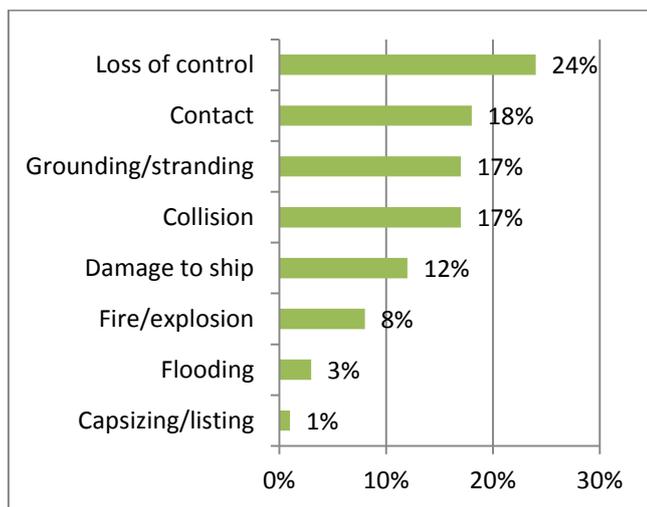


A 'very serious' accident is an accident where loss of life or a total loss of the vessel was involved, or severe environmental damage occurred.

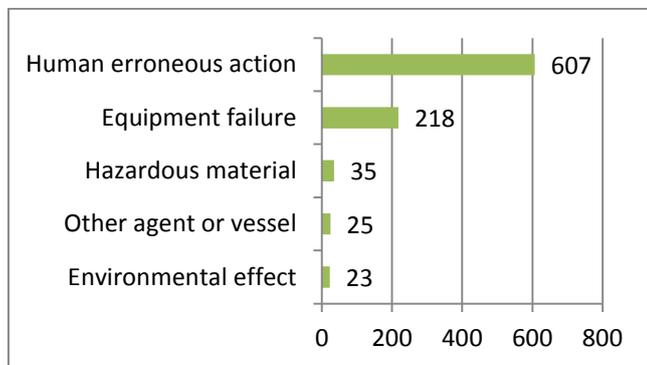
Type of ships involved in incidents



Causes of incidents/accidents



Root cause



From the above graph it can be seen that the majority of incidents/accidents can be attributed to the “human factor”, and despite the fact that vessels are equipped with a lot of electronic devices to assist the mariner in assessing the dangers he encounters (ECDIS, Radar, anti collision warning, echo sounders, etc.), accidents still occur.

Shipowners should be aware that the main contributing factor of accidents/incidents is the human factor, and when looking at safety on board of the vessel should not only focus on the “classic” safety equipment and protocols. They also have to ensure that the crew is well trained, able to recognize dangerous situations and act on them in an efficient manner.

Being able to use all available navigational equipment efficiently and well trained in Maritime Recourse Management (MRM) is crucial for any crew.

Shore based staff should not be forgotten when addressing safety training. Miscommunication

between shore based staff and vessel’s crews can be a contributing factor to unsafe situations on board.

More information on shipboard safety can be found on the EMSA website:

<http://emsa.europa.eu/>

or on the IMO website:

<http://www.imo.org/>

How we work

HRC stands for a high level of knowledge. By means of training, study, the attendance of workshops, regular visits to trade fairs as well as the consulting of dedicated press, the risk engineers and technical advisors keep their knowledge level high and stay abreast of the latest developments in the market. HRC works together with insurance brokers and clients in order to achieve a corporate culture in which risk awareness will be one of the principal elements. By working on a safety culture from within the organization a general awareness will develop, whereby risks will be recognized and addressed. Organizational and technical recommendations will be implemented where possible in order to control the risks. The business continuity of our clients will always be the central element.

Contact

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