Marine Accident Investigation

Fred Hansson
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- Claims executive at Alandia Marine since 2016
- Team manager Marine technology and safety
- Marine accident investigator
- Flag state / Port state surveyor
- Chief engineer – Dry cargo
- Engineer/Electrical engineer – Dry cargo/Ro-Ro
- The object of the inquiry is not so much to punish anyone who may be at fault, as to prevent wrecks in the future, whether by punishment of and warning against negligence, or remedying anything that is wrong in the way of navigation...
Marine Accident Investigation

Modern times

1912
1959 IMO
1968 ICLC 66
1983 MARPOL 73/78
2011 Directive 2009/18/EC
COMMISSION REGULATION (EU) No 1286/2011

1960 SOLAS
1980 SOLAS 74
2010 “the IMO Code”

1938
1984 STCW
1994 UNCLOS
**Purpose**
- Improve maritime safety
- Reduce the risk of future casualties
- Reduce serious consequences
- Investigate very serious marine casualties
- Investigate less serious accidents and incidents

**Organization**
- The investigative body shall be independent
- Have qualified investigators
- Keep operational readiness
- Co-operate “only one marine investigation”
- Use a common approach / methodology
- Provide fair treatment of seafarers
- Protect individuals and witness statements
- Provide confidentiality
- In no circumstances determine liability or apportion blame
Marine Accident Investigation

“The report”

Accident report
- Evidence collection
- Analysis
- Completed within 12 months

Safety recommendations
- Necessary
- Likely to be effective
- Practicable
- Relevant
- Targeted
- Stated in a clear, concise and direct manner
- Stated so that it can be the basis for corrective action plans, highlighting the safety gap that needs to be addressed.
A high general level of safety should be maintained in maritime transport in Europe and every effort should be made to reduce the number of marine casualties and incidents.

The purpose of safety investigations into marine accidents is to reduce the risk of future casualties and incidents and reduce their serious consequences including loss of life, loss of ships and pollution of the marine environment.

Through application of common methodology and an objective and systemic approach to the investigation, the investigative body should best be able to draw lessons from each accident and so enhance maritime safety.

Proper identification of the causes of a marine casualty or incident requires timely and methodical investigation, going beyond the immediate evidence and looking for underlying conditions which may cause other future occurrences. Investigation may therefore be seen as a means of identifying not only immediate causes, but also issues in the total environment from regulation and policy through to implementation.
SHK investigates:
Maritime, Aviation, Rail, Military and Other Accidents.
Rikard Sahl
Investigator – Marine Accidents

Master Mariner - within shipping since 1975 as:

- Investigator – SHK
- Port Manager – Port of Kapellskär
- Master – Viking Line + FinnLink
- Claims Adjuster – Trygg Hansa Marine
- Marine Pilot – Södertälje + Viking Line
- Cargo Surveyor – Cargo Survey AB
- OOW – General Cargo, RO-RO, Tankers, Ferries
- Deckboy–AB - General Cargo, RO-RO, Tankers, Container
Purpose of Investigation

- **Clarify:**
  - What happened?
  - Why did it happen?
  - How to prevent similar accident from happening in the future?

- Facts about the **rescue services** for evaluation and possible improvements.
Purpose of Investigation

• Leading up to possible **recommendations** to enhance safety.

• Describe actions or omissions, **but not blame or liability!**
Legislation (SHK)

- Accident Investigation Act (1990:712)
- Accident Investigation Ordinance (1990:717)
- Ordinance providing Instructions for SHK (2007:860)
- Commission Regulation no. 1286/2011 on a common methodology for investigating marine casualties and incidents
What do we investigate?

• Accidents and Incidents within Commercial shipping.
• Events occurring in Swedish waters (all Nationalities) and on Swedish flagged vessels world wide.
• It must be events occurred in connection with the **operation** of a ship.
When do we investigate?

- **Very serious accidents** (Mandatory)
- **Serious accidents** (Not mandatory but if an investigation could gain safety at sea, it should be investigated)
- **Very serious incidents** (Mandatory)
- **Less serious incidents** (Not mandatory but if an investigation could gain safety at sea, it may be investigated)
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www.havkom.se

• Subscription on investigation reports sorted by areas of investigation is possible!
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+358 40 7085 300
Questions and comments?

(OASIS v/s TITANIC 100 years development in shipping)