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III.3/Circ.5  
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## CASUALTY ANALYSIS AND STATISTICS

1 The Sub-Committee on Implementation of IMO Instruments (III), at its fourth session (25 to 29 September 2017), agreed to bring observations on the quality of the reports to the attention of Administrations when conducting investigations with the objective of improving future investigation reports.

2 III 4 highlighted the following areas where information was inappropriate or missing, together with the references to the relevant paragraphs of the Casualty Investigation Code<sup>1</sup>:

- .1 identity of the flag State, owners, operators, the company as identified in the safety management certificate, and the classification society (paragraph 2.12.2);
- .2 where relevant, the details of the dimensions and engines of any ship involved (paragraph 2.12.3);
- .3 description of the crew, work routine and other matters such as time served on the ship (paragraph 2.12.3);
- .4 analysis and comment on the causal factors including any mechanical, human and organizational factors (paragraph 2.12.5); and
- .5 a discussion of the marine safety investigation's findings, including the identification of safety issues, and the marine safety investigation's conclusions (paragraph 2.12.6).

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<sup>1</sup> Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident, as adopted by resolution MSC.255(84).