
4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

III.3/Circ.6
17 June 2019

CASUALTY ANALYSIS AND STATISTICS

1 The Sub-Committee on Implementation of IMO Instruments (III), at its fifth session (24 to 27 September 2018), agreed to bring observations on the quality of reports to the attention of Administrations when conducting investigations with the objective of improving future investigation reports.

2 III 5 highlighted the following areas where information was inappropriate or missing, together with the references to the relevant paragraphs of the Casualty Investigation Code*:

- .1 summary outlining the basic facts of the marine casualty or marine incident and stating whether any deaths, injuries or pollution occurred as a result (paragraph 2.12.1);
- .2 identity of the flag State, owners, operators, the company as identified in the safety management certificate and the classification society (paragraph 2.12.2);
- .3 where relevant, the details of the dimensions and engines of any ship involved (paragraph 2.12.3a);
- .4 description of the crew, work routine and other matters, such as time served on the ship (paragraph 2.12.3b);
- .5 a narrative detailing the circumstances of the marine casualty or marine incident (paragraph 2.12.4);
- .6 analysis and comment on the causal factors including any mechanical, human and organizational factors (paragraph 2.12.5);
- .7 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); and
- .8 where appropriate, recommendations with a view to preventing future marine casualties and marine incidents (paragraph 2.12.7).

* 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).