



Bundesstelle für Seeunfalluntersuchung

Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of
Transport and Digital Infrastructure

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The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the Annual Report 2014 was published on 28 July 2015. Upon request this report will be forwarded. Alternatively this report – as well as all previous reports – is available on the website <http://www.bsu-bund.de> and can be downloaded.

In 2014, a total of 426 (previous year: 417) accidents and incidents were reported to the BSU, 240 (239) of which were to be classified as marine casualties. 6 (previous year: 2) fell within the category “very serious marine casualty” with fatal consequence, total loss or serious environmental pollution. Moreover, 20 (previous year: 16) serious marine casualties and 214 (previous year: 221) less serious marine casualties were reported.

With a number of 119 notifications collisions involving ships or ships and objects (in locks) accounted for the most frequent types of accidents again. Several accidents attracted remarkable public interest, such as the tragic accident involving people on board the German cargo vessel SUNITIS during the discharge operation in the English port of Goole, in which three seafarers died in an oxygen deficient cargo hold on board the vessel, and the spectacular crash of the MV ADLER EXPRESS in the port of Wittdün, Amrum, which resulted in dozens of casualties.

The number of very serious and serious accidents unfortunately increased again significantly in 2014. 6 accidents led to a total of 9 fatalities. Moreover, the accident involving the Italian ferry NORMAN ATLANTIC in the southern part of the Adria at the end of the year claimed the lives of three German passengers.

In 2014, 15 investigations were closed with the publication of an investigation report, including the very complex case of the MSC FLAMINIA on which fire broke out in the Atlantic in July 2012. 4 interim reports were prepared and 14 investigations were closed with an internal report. 24 investigations were still ongoing on 31 December 2014.

The marine casualty investigations carried out by the BSU do not serve to determine blame or liability. They shall not sanction but give incentives for preventing future accidents and include all parties involved in a safety partnership.

All investigation reports and safety recommendations published by the BSU, sorted by the year of publications, are available on the website www.bsu-bund.de.

Volker Schellhammer
Director