



Bundesstelle für Seeunfalluntersuchung - BSU
Federal Bureau of Maritime Casualty Investigation
Federal Higher Authority subordinated to the Ministry of Transport
and Digital Infrastructure

2015 Annual Report



July 2016

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Foreword

By way of exception, this year's cover picture shows an incident that instead of having serious consequences is more likely to raise a smile. Neither excursion ship has so much as a drop of water under her keel. The passenger ship ADLER EXPRESS ran aground on 11 July 2015 with 240 passengers and six crew members in the Wadden Sea between Hallig Langeneß and the island of Amrum. The HAUKE HAIEN then also grounded during an attempt to tow the ADLER EXPRESS into deeper water. Many of the passengers probably looked on the incident as a welcome change, especially since there were no injuries and only minor material damage. Both ships then refloated without the need for external assistance during that evening's high tide.

We regret to report that there was a significant number of accidents again that did not pass without serious consequences in 2015, as is emphatically demonstrated by seven fatalities. There were no casualties that were especially spectacular. Rather, the fatally injured seamen bear witness to just how dangerous supposedly routine work can be.

The investigations into two accidents that attracted considerable public attention, the cases of the COSTA CONCORDIA and the roll-on/roll-off passenger ferry NORMAN ATLANTIC, were concluded by the German authorities in December 2015. Despite the excellent support provided by our Italian colleagues, who led the investigation, it was by no means possible for us to gain any

knowledge from either case. This decision also gave rise to considerable media interest. It is hoped that the Italian legislation that led to this unwelcome result will be brought in line with European standards in the foreseeable future.

Speaking of Europe, now that the inconceivable event of a BREXIT has actually happened, there will also – and especially – be significant consequences for marine casualty investigation in Europe. This is because the United Kingdom is without question the leading country in this discipline. Moreover, it supports the European Commission, in particular, and the European Maritime Safety Agency (EMSA), as well as EU Member States with advice and practical assistance. It is not without reason that the chief inspector of the British Marine Accident Investigation Branch (MAIB) is also chairman of the main international and European bodies. I am not the only person who will miss our British colleagues.

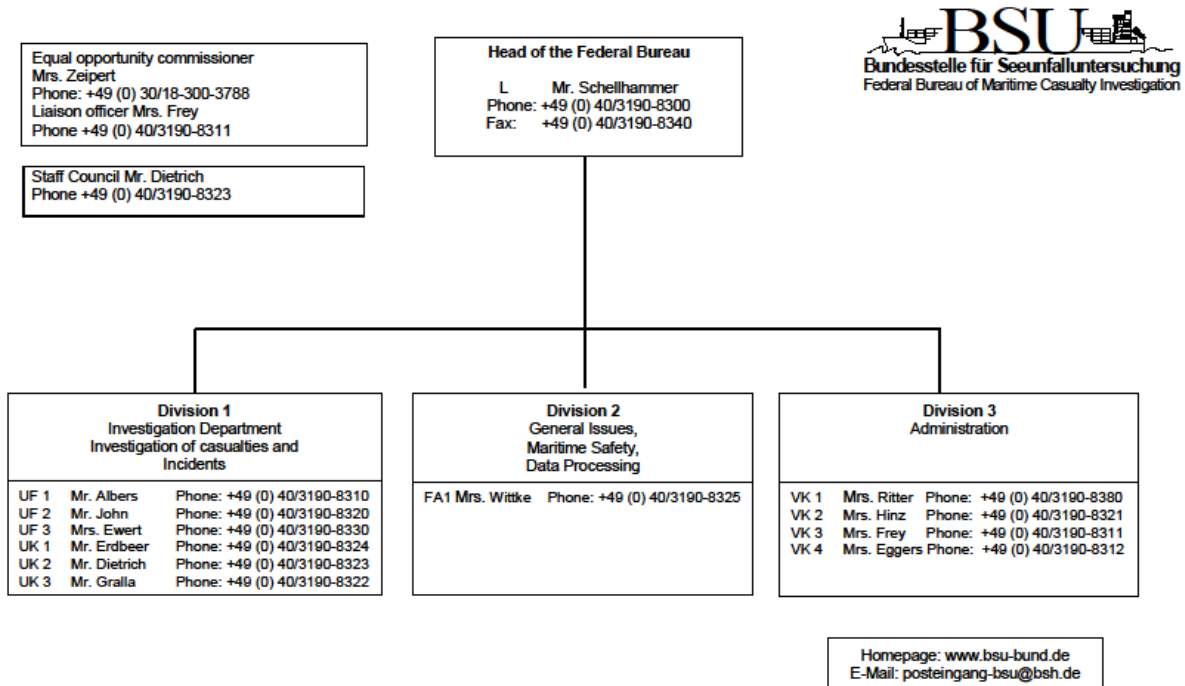
Volker Schellhammer

Structure of the BSU

The BSU is a federal higher authority based in Hamburg and has a permanent staff of 11 people. It has a single-level administrative structure and is under the direct supervision of Department WS 22 of the Federal Ministry of Transport and Digital Infrastructure.

Necessary decisions are made quickly and independently by the BSU's director. In particular, he is not subject to instructions vis-à-vis the decision as to whether an investigation is initiated, or not. He represents the BSU outwardly at national, European, and international level. Moreover, he is responsible for strategic planning and control. He is also responsible for press, media, and general PR work.

BSU organisational chart



UF = Lead Investigator
 UK = Investigator

FA = Basic Issues
 VK = Administrator

Outside office hours

Mobile II – On-call service: +49 (0) 170-5865675

Information as of 06/2016

The foundation for our activities

The German Maritime Safety Investigation Law (SUG) forms the foundation for the activities of the BSU. It defines the responsibility of the BSU for investigating marine casualties

- on or involving seagoing ships of all flags
 - within German territory;
 - within the German Exclusive Economic Zone (EEZ);
 - during traffic movements on German navigable maritime waterways, as well as to, from, and in ports connected to them;
- on or involving seagoing ships flying the flag of Germany anywhere in the world, and
- in other countries if the Federal Republic of Germany has substantial interest in the investigation thereof.

Next to the actual investigative work, the BSU plays a role in improving maritime safety with a focus on preventing marine casualties by

- keeping and analysing statistics;
- publishing information on marine casualties;
- forwarding marine casualty data to the European EMCIP (European Marine Casualty Information Platform) database, and
- participating in seminars.

Effective as of 1 December 2011, the SUG was amended extensively to transpose the requirements of Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector. Material changes since then include

- the basic obligation to investigate every very serious marine casualty (VSMC) on or involving seagoing ships, and to conduct at least a preliminary investigation for any serious marine casualty (SMC);
- the removal of cross-references to sections in the Aviation Accident Investigation Law (FIUUG) previously contained in the SUG;
- the reduction of the deadline for submitting comments on draft reports of the BSU to 30 days from 60 days previously, and
- the obligation of the addressees of a safety recommendation to report to the BSU any action planned or already taken to implement the safety recommendation.

The rule under which the BSU must publish the final investigation report within 12 months of a marine casualty occurring is also of particular importance. In complex cases, this is virtually impossible even if a large percentage of the resources available for this purpose are pooled. Moreover, this has implications insofar as other accidents may need to be postponed. An interim investigation report must be prepared if the one-year limit cannot be adhered to. Essentially, this contains the facts and current level of progress.

The BSU is not or no longer responsible for marine casualties involving only

1. ships of war, troop ships and other ships owned or operated by Germany's federal or state governments and used only on government non-commercial service;
2. ships not propelled by mechanical means, wooden ships of primitive build, pleasure yachts and pleasure craft not engaged in trade, unless they have prescribed manning and carry more than 12 passengers;
3. fishing vessels with a length of less than 15 metres, and
4. fixed offshore drilling units.

In practice, this is of particular significance insofar as privately used pleasure yachts are now basically no longer subject to the SUG (unlike those used commercially). Therefore, the BSU has no legal mandate to investigate accidents involving pleasure yachts. It is only possible for the BSU to investigate accidents involving pleasure yachts in (rare) exceptions and even then only when an accident occurs in waters within the jurisdiction of Germany or in Germany's EEZ.

Main investigations

In 2015, 13 investigations were closed with an investigation report, including five collisions, four accidents involving people (three of which were fatal), one fire, one explosion, one foundering, and a grounding after engine failure. Another 11 accidents were closed with an internal report and two by transfer to other States.

The BSU's investigations into the VSMCs involving the cruise ship COSTA CONCORDIA and the roll-on/roll-off passenger ferry NORMAN ATLANTIC, which were discontinued at the end of 2015, are another matter. In both cases, German responsibility arose from the fact that these tragic accidents claimed the lives of German nationals, among others. As already mentioned in the previous annual report, it was not possible for the German, the Italian or the other marine casualty investigators to gain any knowledge about the accident involving the COSTA CONCORDIA or its consequences. The investigation into the case of the NORMAN ATLANTIC proved no different. The cause of this enormous obstruction to marine casualty investigation is Italian legislation, which states that the investigative proceedings of the public prosecutor's office and later the judicial proceedings have full and absolute priority over marine casualty investigation. Marine casualty investigation authorities have virtually no rights of their own. This is made all the more surprising by the fact that with effect from 17 June 2011, European legislation (in the form of Directive 2009/18/EC) has required that Member States ensure marine casualty investigations can be carried out independently of criminal investigations and that they are neither precluded, suspended, nor delayed by reason of such criminal investigations.

The insurmountable difficulties in Italy opposing a marine casualty investigation under European law were at the latest generally known from the experience gained from the COSTA CONCORDIA investigation in 2013. Why the European Commission has not insisted on a remedy remains a mystery. In the given circumstances, the BSU had no option but to withdraw from the investigations into the COSTA CONCORDIA and the NORMAN ATLANTIC. As a result, the COSTA CONCORDIA disaster remains largely unexplained from the perspective of the marine casualty investigation. It will be interesting to see what knowledge is gained from the case of the NORMAN ATLANTIC.

The Kiel Canal locks in Brunsbüttel were affected particularly badly in 2015. Both the new Nordschleuse lock and the new Südschleuse lock were heavily damaged, resulting in significant cost and downtime.

More lives were lost this year, too, including the mysterious disappearance of the master of a German container ship on the high seas off Sri Lanka.

We aim to provide below various facts about the most important cases or those that attracted the most public attention in 2015.

Foundering of the fishing vessel KRISTINA west of Borkum



The German-flagged fishing vessel KRISTINA foundered in the North Sea at about 1100 on 18 February 2015. The fishing vessel's fisheries code was SH 14 and she was based in Heiligenhafen. The three crew members were rescued unscathed. The photo shows the three crew members in their survival suits next to the foundering fishing vessel.

The corresponding investigation is still ongoing. An interim report was published on 17 February 2016. Unfortunately, communication with the foreign owner of a fishing vessel is extremely difficult. Although such owners use the German flag, the management is located outside the country, e.g. in Spain, Denmark or the Netherlands. The lack of willingness to co-operate and actual difficulties in such cases regularly result in significant delays in an investigation.

Collision between the SAINT GEORGE and a lock gate at Brunsbüttel



The Cyprus-flagged general cargo ship SAINT GEORGE was en route from Amsterdam to Lübeck via the Kiel Canal when she reached Brunsbüttel at about midday on 20 March 2015. Apart from the master and pilot, the bridge was manned by the third officer and a helmsman for the entry into the new Nordschleuse lock. The ship sailed into the lock chamber at low speed with engine stopped. When the SAINT GEORGE was supposed to be brought to a halt in the lock, she accelerated unexpectedly. Even though both anchors were dropped, a collision with the lock gate was unavoidable.

The photo shows the gate of the new Nordschleuse lock in Brunsbüttel completely destroyed. The investigation report was published on 21 March 2016.

Collision between the RED7 ALLIANCE and a lock gate at Brunsbüttel



On the morning of 17 January 2015, the special purpose ship RED7 ALLIANCE, sailing under the flag of the Bahamas, arrived at the locks in Brunsbüttel to transit the Kiel Canal during her voyage from Great Yarmouth (GB) to Mukran (D). Apart from the pilot, the master and the second officer were on the bridge for the approach manoeuvre when the new Südschleuse lock became available at shortly after 0900. Just after the fore spring and stern line had been placed over the quayside bollards, it was a case of finally bringing the RED7 ALLIANCE to a halt. Instead, she continuously accelerated and despite all measures to prevent a collision, rammed the closed lock gate with such velocity at 0942 that exiting again under her own steam was impossible.

This photo shows the heavily damaged new Südschleuse lock in Brunsbüttel. The corresponding investigation report was published on 15 January 2016.

Grounding of the passenger ships ADLER EXPRESS and HAUKE HAIEN off Amrum



The passenger ship ADLER EXPRESS ran aground on 11 July 2015 with 240 passengers and six crew members between Hallig Langeneß and the island of Amrum. The passenger ship HAUKE HAIEN then also ran aground while attempting to tow the ADLER EXPRESS into deeper water in an ebb tidal current.

The picture above shows relaxed tourists next to the grounded ships.

A main investigation into this accident was not carried out, meaning there is no corresponding investigation report, either. In this quite mundane accident, it would not have delivered any new findings relating to safety, either, because excursion ship masters already know the dangers of the Wadden Sea in this respect.

Collision between the EMSMOON and a railway bridge across the River Ems at Weener



On 3 December 2015, the cargo ship EMSMOON, proceeding to sea from Papenburg, collided with the closed section of the Weener railway bridge. A large part of the bridge was destroyed, while the damage to the ship was less severe.

The photo shows the destroyed bridge. The accident was quite unusual and has already been discussed at length publicly in the region concerned. In fact, this accident was a less serious marine casualty (LSMC) within the meaning of the relevant provisions, as the ship suffered only minor damage. Nonetheless, the case is being investigated due to certain characteristics. It will take some time until a final report is ready.

Safety recommendations

In line with the IMO Code for the Investigation of Marine Casualties, the work of marine casualty investigation authorities is defined as 'safety investigation' in EU Directive 2009/18 and correspondingly in the SUG. This emphasises the fact that marine casualty investigations are not intended to clarify issues of fault or liability, but are solely for the purpose of improving maritime safety. That is also the reason why safety recommendations are issued. A safety recommendation points to an identified gap in safety and aims to help the addressee avoid or at least reduce the impact of future situations similar to those that led to an accident in the case investigated.

Therefore, a safety investigation by the BSU focuses not only on the events on board, but also looks at organisation ashore where appropriate. Consequently, in addition to the crew, addressees of safety recommendations could include pilots, ship owners, shipyards, manufacturers of equipment, the Maritime Administration, the legislature, or others.

The BSU may issue an early alert in the form of preliminary safety recommendations before the publication of an investigation report. This is to prevent accidents if it has been found that a safety risk exists, for which notification must be provided immediately, i.e. before publication of the final report.

One or more safety recommendation(s) are not issued for every investigation report. This can have various reasons, e.g. that no specific deficits were evident. Recommendations that are too general in nature should also be avoided. In 2015, the BSU issued 26 safety recommendations in seven out of 13 final reports. Safety recommendations were dispensed with in six cases, four of which because the owners had already taken appropriate measures before the report was published.

The recommendations issued in 2015 (previous year's figures in brackets) were addressed to

- owners and ship management 13 (12);
- administrative bodies 7 (11);
- ship's commands 4 (6);
- pilots - (2), and
- miscellaneous 2 (2).

As the name implies, a safety recommendation is not a binding statement but merely a recommendation to those bodies able to put appropriate measures into practice (Article 29(1) SUG). Nonetheless, Article 15 of EU Directive 2009/18 states that Member States shall ensure that safety recommendations are duly taken into account by the addressees and given an adequate follow-up. Article 29(5) SUG has transposed this requirement in that recipients of a safety recommendation notify the BSU of the appropriate action taken or planned within a reasonable period. Penalties are not provided if this does not happen, however.

Therefore, the addressees have an obligation to notify the BSU of action taken. However, there is no legal obligation to take any action at all.

Of the 26 safety recommendations issued, the recipients accepted 17 in full, four were not accepted, and in five cases a response is still outstanding. Preliminary safety recommendations were not issued.

Publications

All the reports and safety recommendations published by the BSU are available to read sorted by year of publication on the BSU's website (www.bsu-bund.de) under 'Publications'.

The BSU's discretion to investigate or not investigate marine casualties is more restricted than hitherto by the EU Directive on marine casualty investigation and its transposition into national law. For example, any VSMC reported within the BSU's area of responsibility must be investigated and any SMC at least evaluated in the course of a preliminary investigation. Deviations from this principle must be justified to EMSA, which the European Commission has appointed for that purpose. When deciding whether to investigate a SMC by means of only a preliminary investigation, consideration must be given, in particular, to the severity of the accident, the type of ships involved and their cargo, and the question of whether new knowledge for preventing future marine casualties may be gained from a full safety investigation. Cases discontinued after a preliminary investigation are usually closed with an internal report. The EU Directive no longer permits the earlier common practice of closing main investigations that do not give rise to new findings (because matters pertaining to safety have been discussed previously in a similar accident, for example) relating to the prevention of future accidents with a summary investigation report.

The BSU's investigation reports follow a certain pattern, which is also provided by Directive 2009/18/EC. In addition to the required indication of the purpose of the safety investigation, notably, the prevention of future accidents and malfunctions, but not the determination of blame, liability, or claims, each report contains

- a summary of the accident;
- factual information, including but not limited to ship and voyage particulars;
- a detailed account of the course of the accident and investigation;
- an analysis of the investigation;
- ensuing conclusions, and
- usually safety recommendations.

The publication of so-called interim investigation reports is also required if it is not possible to prepare a final report within one year of the date of an accident.

International

The need for international co-operation in the field of marine casualty investigation is emphasised more and more – not least by the IMO Code and EU Directive 2009/18. During any investigation, the staff of the BSU work together with other European and international marine casualty investigation authorities if the interests of different countries are affected. Here, the BSU maintains close contact with foreign marine casualty investigation authorities. In this regard, it works at international level with the Marine Accident Investigators' International Forum (MAIIF), as well as with its regional forum the European Marine Accident Investigators' International Forum (EMAIF), and at European level with EMSA, which has its headquarters in Lisbon.

Since Directive 2009/18/EC came into force, co-operation in the conduct of safety investigations has been mandatory within the European Union if the interests of several Member States are affected. Furthermore, a framework for permanent co-operation (Permanent Co-operation Framework - PCF) has been created, within which the investigative bodies of the Member States are required to liaise on the modalities for co-operation. Apart from the actual investigative work, one of the tasks in relation to co-operation is to ensure that data are entered and maintained in EMCIP, the European database for marine casualties. Information about distressed ships is recorded and stored in this, thus enabling

EMSA to provide the European Commission with fundamentals for making decisions concerning the maintenance and improvement of traffic safety in maritime navigation. To facilitate the accomplishment of this objective, the master data on the ships involved and course of the accident are recorded in EMCIP for each marine casualty reported. For marine casualties processed in a preliminary or main investigation, additional data must be entered by the investigator responsible. Since the structure of the EMCIP database is very complex, this represents significant additional effort. It is unfortunate that the benefits that should result from this effort are not always visible.

Globally, marine casualty data are also recorded in a database at the IMO (Global Integrated Shipping Information System - GISIS). It is no longer necessary for EU Member States to attend to this database separately, but rather the data are forwarded automatically by EMCIP.

The annual MAIIF meeting was held at the beginning of September 2015 in tropical temperatures of up to 40° in Belek (Antalya), Turkey. The main topics were

- the interface between marine casualty investigators and lawyers;
- issues in the ship's command/pilot interface;
- accidents involving pilots when they board ships;
- fire on roll-on/roll-off passenger ferries (session chaired by the BSU);
- accidents in breach of the COLREGs;
- new developments in marine casualty investigation;
- communication of safety deficiencies, and
- accidents caused by faulty equipment or maintenance.

Various examples of routine international work were also presented.

The meeting of the European section (EMAIF 11) took place in March in Lisbon. Statistics and databases as tools for marine casualty investigation and improving maritime safety was the main topic.

EMSA audit

According to Article 2.2(b) of Regulation (EC) 1406/2002, one of the tasks of the Lisbon-based EMSA is to visit Member States and carry out inspections. The purpose of such a visit is to assess the extent to which the requirements contained in Directive 2009/18/EC have been or will be implemented.

EMSA's (first) visit to Germany was carried out on 3-6 February 2015. Germany was represented by the Federal Ministry of Transport and Digital Infrastructure, Waterways and Shipping Authority Hamburg, the Berufsgenossenschaft Handel und Warenlogistik (employers' liability insurance association for trade and logistics), and predominantly the BSU. As a result of the visit, EMSA initially had a series of non-fundamental objections, which in some respects were due to the fact that the auditors from EMSA were not proven experts in the field of marine casualty investigation. All the objections were addressed after a brief exchange of correspondence.

Inside the BSU

The BSU has at its disposal a core workforce of 11 staff members (five civil servants and six salaried employees) to complete the tasks associated with marine casualty investigation. In spite of this low staffing level, the occupational fields in the BSU are varied. For example, job profiles include that of the navigator, naval architect, lawyer, mechanical engineer, as well as commercial and typical administrative disciplines. In addition to being highly qualified, work at the BSU requires great enthusiasm, flexibility, and professionalism.

As can be seen from the organisational chart (page 4), the BSU is separated into three divisions.

Division 1 (investigation teams)

The actual principal activity of the BSU, notably the investigation of marine casualties, is performed in Division 1. At full strength, six investigators are engaged in processing accidents and preparing accident reports.

In each case, an investigator is available 24 hours a day, seven days a week as part of the BSU's on-call service on the phone number below.

EMERGENCY PHONE NUMBER: +49 (0) 170 - 58 65 67 5

The investigators are the people who initiate or co-ordinate the necessary first measures as quickly as possible and who arrive at the scene of an accident should the need arise. Since certain accident investigations may require specific expertise, external experts are also consulted on a case-by-case basis.

Division 2 (technology and IT)

With only one staff member, Division 2 is the smallest of the three divisions of the BSU and provides the necessary support for the work of Division 1 in technical matters, such as securing and analysing technical recordings made on board ships and ashore.

The activities of Division 2 include overall management of the BSU's website (updating, organisation and maintenance), participation in special interest groups (Marine Casualty Database and Performance Standards for Voyage Data Recorder), creation of technical papers or concepts (procurement of new software and IT solutions), data backups, and analysis of accident data.

By far the largest part of its work is to secure, present, and analyse marine casualty data in the course of the maritime safety work. Marine casualty data can include video, photographic, and audio recordings, AIS data, as well as data from a voyage data recorder (VDR). Most of the data on marine casualties are delivered by the VDR (also known as the black box). A VDR is a shipboard recorder that collects data from every sensor on a ship, so that video, audio and engine data are available for the analysis of a marine casualty.

Chapter V Regulation 20 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) defines which ships must carry a VDR:

Article 5 SUG provides the legal foundation for backing up VDR data (Organisational measures for investigations):

The owner of a ship bearing the flag of Germany is responsible for ensuring that

1. [...].
2. *the respective ship's command is given clear instructions to*
 - a) *backup any data from nautical charts, deck log books, electronic and magnetic recordings and video tapes, including data from VDRs and other electronic devices over the period preceding, during and after an accident, as well as protect such devices against interference;*
 - b) *prevent the overwriting or other alteration of the data referred to in point a), and*
 - c) *ensure that all evidence is collected and preserved expeditiously for the purposes of the safety investigations.*

A VDR stores the following data at minimum:

- audio data (conversations on the bridge and wings via integrated microphones and recorded radio traffic);
- video data (images of at least one radar scanned at 15-second intervals);
- date, time (based on UTC);
- ship's position;
- speed through water or over ground;
- compass heading;
- depth below the keel;
- wind speed and direction of anemometer if the ship is equipped accordingly;
- main alarms, including the status of all the mandatory alarms on the bridge;
- rudder (order and response);
- engine status and propeller control (order and response);
- status of openings in the hull, and
- status of watertight and fire-screen doors.

There are currently more than 20 different VDR manufacturers around the world. Each manufacturer often offers different types and makes of VDR.

Next to the VDRs on new vessels built in or after July 2002, simplified voyage data recorders (S-VDRs) were installed on older ships. The main difference between these devices can be found in the requirements for the final recording medium and scope of data to be stored.

Due to the reduced scope of the data to be stored and less stringent requirements for the final recording medium, S-VDRs cost less to buy, are easier to install, and have a simpler design.

An S-VDR only needs to store the following data:

- audio data (conversations on the bridge and wings via integrated microphones and recorded radio traffic);
- scanned radar images (15-second intervals) or AIS recordings;
- date, time (based on UTC);
- ship's position;
- speed through water or over ground, and
- compass heading.

Division 3 (administration)

Every administrative body needs a functioning administration. At the BSU, this is Division 3. Division 3 is staffed by three people, who in addition to tasks relating to personnel, budgeting, procurement, organisation, as well as data protection and occupational safety, also deal with registering initial notifications after an accident or incident, the publication of reports, the maintenance of national and international databases, incoming mail in general, maintaining the website, and sometimes the preparation of translations. Consequently, all the administrative tasks that apply in large administrative bodies have to be dealt with. However, they usually have entire organisational units with specialised personnel who deal with human resources, for example. Inevitably, things are different at the BSU, where extensive knowledge of all areas of administration is required to perform every task properly. This makes for interesting and diverse, but also very demanding work.

A staff member of Division 3 attended various continuing education seminars, workshops, and working group meetings relating to some of the above topics.

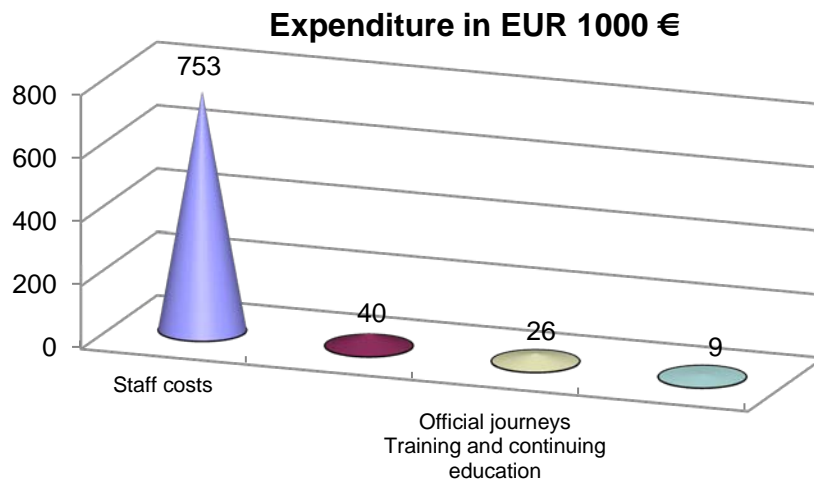
Data acquisition also accounts for a large share of the work. Regardless of whether a case is investigated or enquiries are discontinued, all incoming reports must be entered into EMSA's EMCIP database, as well as the BSU's own corresponding database without undue delay. In addition to the ship particulars, the circumstances and classification of the accident must be entered in the process.

Due to the partially different regulations in EU Directive 2009/18/EC and Germany's SUG, this duplication of input must continue. In this context, the many discussions between the local coordinators and EMSA are also extremely time-consuming. Some of the interpretations there are quite unconventional to say the least, especially as regards the classification of incidents (on which the scope of an investigation is based). Generally binding solutions are being worked on in the appropriate bodies of EMSA, however.

Division 3 is also responsible for organising the publication of finished reports or interim reports, safety recommendations, and press releases. This is sometimes done through the post but mainly by publication on the BSU's website (www.bsu-bund.de). Before a report is published, parties involved in an accident are given the opportunity to comment on the provided draft of the report within a period of 30 days in accordance with Article 27(3) SUG. Reasoned material statements must be accounted for accordingly in the final report. Division 3 is also responsible for sending out such draft reports.

The year 2015 yielded no administrative changes. The Division is still staffed by three people, who perform and coordinate any tasks that arise beyond the actual marine casualty investigation.

The BSU was again allocated EUR 937,000 for the 2015 financial year. Inter alia, some EUR 9,000 of that was needed for business necessities and the procurement/maintenance of personal protective equipment. Expenditure associated with marine casualty investigation stood at only EUR 40,000 this year. This expenditure fluctuates from year to year, at times considerably, and is dependent on the events leading up to and during an accident, as well as related expenses, e.g. for expert opinions. Some EUR 26,000 was needed for official journeys and continuing education. At almost EUR 753,000, spending continued to centre largely on the personnel budget in 2015.



BSU expenditure in 2015 (without IT expenditure)

Events

Since the business of marine casualty investigation is international by its very nature, ideas and experience are exchanged vigorously at international level.

Regular international events attended by staff members of the BSU include

- the annual MAIIF conference, which is held at various locations around the world (Belek, Turkey in 2015);
- the annual EMAIIF conference, which is held at various locations around Europe (Lisbon in 2015);
- the annual PCF conference at EMSA in Lisbon, Portugal;
- the EMCIP User Group's annual conference at EMSA in Lisbon, Portugal, and
- the annual session of the Third Subcommittee of the IMO in London, UK.

In addition to these regular events, staff members of the BSU attended various other external events in 2015, too. In most cases, BSU staff members did not just attend these events, they also gave various presentations. A total of 22 presentations were given in 2015, eight at international level.

Most of the national presentations were addressed to the key contacts of the BSU, namely the waterway police of the various German states, the German Federal Police, and the Federal Waterways and Shipping Administration. Presentations were also given at events of various associations and institutions.

The expertise of the BSU's staff is called on at most of the events referred to. On the other hand, there is also our continuing education requirements in a wide variety of areas. Staff of the BSU attended a total of 17 continuing education seminars in 2015, including at EMSA in Lisbon but predominantly in the local area. Moreover, 15 working groups, workshops, and conferences were attended, mainly in the area of ship safety and administrative matters, where there is often an increased need for consultation.

Unfortunately, virtually no continuing education is offered in the area of marine casualty investigation. With that in mind, we take advantage of courses offered by EMSA, such as the basic training course for investigators or training in the use of VDR data, willingly. However, any courses that are more advanced in nature are only held in the United Kingdom and far exceed the local budget for continuing education due to the at times exorbitant cost. Consequently, the investigators are forced to rely largely on trade publications and experience gained in the course of investigations.

Public relations

Both Article 14 of Directive 2009/18/EC and Article 28 SUG stipulate that investigation reports and safety recommendations be published. This is achieved through publication on the BSU's website and regular press releases. There is also a wider circle of interested parties to whom reports are sent regularly or on request. The effort associated with this is quite considerable. However, reports on marine casualties are of little value when they are not made known to an interested audience. After all, the benefits of an investigation arise not only from revealing gaps or deficiencies in safety to those directly concerned, but rather to every individual who deals with ship safety. Apart from reviewing the case in question, an investigation report is also and actually chiefly about preventing similar accidents and the related shortcomings in the future – in emergency management, for example. It is quite obvious that this cannot be achieved without publications. Therefore, we do not view co-operation with the press as a necessary evil, but use it as a means of getting our message across.

Press interest in the reports of the BSU is usually rather subdued. Related articles appear regularly in the THB (Täglicher Hafenbericht), a journal that is widely read in the shipping industry and thus reaches an audience potentially interested in marine casualty reports.

Even if there is no or only material damage but the marine environment was polluted or at least at risk of being polluted, for example, media interest (albeit normally local) increases when an accident happens on the doorstep, as it were.

As a rule, unusual fatal accidents involving merchant shipping also receive special attention, while purely occupational accidents tend not to be of relevance to the press.

Finally, provided they are actually investigated, dramatic accidents involving pleasure yachts are addressed and commented on in trade publications, in particular.

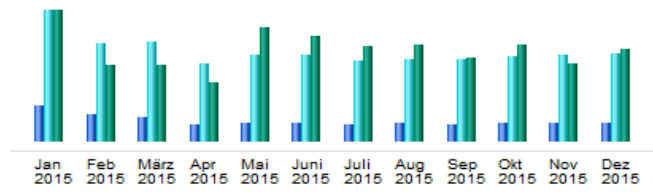
Once passenger ferries or even cruise ships are involved, media interest rises significantly.

The year 2015 was relatively quiet in terms of media enquiries. In particular, local media interest prevailed in the case of the fire on the PURPLE BEACH and in relation to the EMSMOON's collision with a railway bridge across the River Ems at Weener. The final reports on the ATLANTIC CARTIER fire in the port of Hamburg, the accident involving people on the speed boat NORDEVENT SEA ROCKET, and the report on the foundering of the FALADO VON RHODOS, which had already been published by the end of 2014, also attracted quite a lot of attention. The two latter cases were even the subject of extended TV coverage on NDR.

However, the largest press response by far was not caused by a current accident or a report, but rather the press release of 8 December 2015 in which the BSU stated that it was discontinuing its participation in the investigations into the very serious marine casualties involving the NORMAN ATLANTIC and COSTA CONCORDIA with immediate effect. Even the ARD's 'Tagesthemen' newscast reported on it.

Amongst other things, the BSU's website offers visitors the opportunity to obtain information on the activities and structure of the BSU, the historical development of marine casualty investigation, as well as the legal foundation. Of even greater interest will certainly be that every accident report and safety recommendation published since the BSU was founded can be viewed on the website. This information is usually fully or for the most part accessible to people with disabilities.

As mentioned above, public interest in the accident reports of the BSU varies. This is clearly visible from the webpages opened and corresponding downloads. The below graph shows the number of pages and hits, as well as the volume of bytes downloaded.



Monat	Seiten	Zugriffe	Bytes
Jan 2015	99.873	370.078	81.15 GB
Feb 2015	76.477	278.034	35.78 GB
März 2015	68.700	280.782	35.92 GB
Apr 2015	48.797	220.195	27.28 GB
Mai 2015	52.122	245.309	53.45 GB
Juni 2015	51.858	244.847	49.19 GB
Juli 2015	47.957	227.100	44.49 GB
Aug 2015	50.198	233.438	45.08 GB
Sep 2015	48.521	233.012	38.81 GB
Okt 2015	50.585	238.778	44.98 GB
Nov 2015	51.712	245.718	38.51 GB
Dez 2015	52.305	247.184	43.42 GB
Total	699.105	3.064.473	515.99 GB

Seiten = Pages: Number of webpages opened.

Zugriffe = Hits: Number of elements opened. If a page contains ten graphics, then it has ten hits.

Bytes: The amount of data transferred.

As compared to the previous year, these figures have dropped significantly and thus correspond to the subdued press interest observed during the year.

A list of the accident reports most sought after in 2015 follows.

Top 10	File reference	Accident	Downloads	Published on	Published in
1	234/03	Foundering of SY DEERN following a collision with an unknown vessel north-east of Rügen	10,172	20/03/2004	English
2	255/12	Fire and explosion on board the MSC FLAMINIA on 14 July 2012 in the Atlantic and the ensuing events	7,584	28/02/2014	English
3	265/13	Foundering of the sailing yacht FALADO VON RHODOS on 9 August 2013 off Iceland	6,839	15/12/2014	German
4	138/14	Accident involving people on the rigid inflatable boat NORDEVENT SEA ROCKET on 21 May 2014 in the Lower Elbe	5,283	26/06/2015	German
5	7/14	Collision between the installation vessel PACIFIC ORCA and the fishing vessel JURIE VAN DEN BERG north of TSS Terschelling-German Bight on 17 January 2014	4,273	21/01/2015	German
6	140/14	Fatal accident in the port of Goole, England, on board the MV SUNTIS on 26 May 2014	4,266	22/05/2015	German
7	255/12	Fire and explosion on board the MSC FLAMINIA on 14 July 2012 in the Atlantic, as well as subsequent events	3,528	28/02/2014	German
8	86/13	Fatal accident off the entrance to the port of Figueira da Foz in Portugal involving the training craft SY MERI TUULI on 10 April 2013	3,351	08/08/2014	German
9	6/14	Grounding of the MV MERITA in the port of Rostock on 9 January 2014	3,326	09/01/2015	German
10	43/14	Collision between the MV BIMI and MV BARENTS ZANEN in the Medem roadstead on 1 March 2014	3,202	19/01/2015	German

It is initially evident from the above that of all the reports, one from the year 2004, and notably the version in English, drew the greatest demand. We found this difficult to understand to begin with, especially since virtually all the corresponding hits took place in December. After researching successfully online, a resourceful staff member discovered that starting from a Polish website for sailors, this accident was doing the rounds in international forums and networks. The international interest this gave rise to ultimately led to it being at the top of these statistics.

Otherwise, it was mainly reports published in 2014 and 2015 that were requested.

Statistics

This statistics section requires a number of explanatory notes.

The amended version of the SUG defines the term 'marine casualty' as

1. any event that has at least one of the following consequences:
 - the death or serious injury of a person caused by or in connection with the operation of a ship;
 - the disappearance of a person on board a ship caused by or in connection with the operation of a ship;
 - the loss, presumed loss or abandonment of a ship;
 - material damage to a ship;
 - the grounding or constructive total loss of a ship or the involvement of a ship in a collision;
 - material damage caused by or in connection with the operation of a ship;
 - environmental pollution resulting from damage to one or more ships caused by or in connection with the operation of one or more ships, and
2. any event caused by or in connection with the operation of a ship that poses a risk to a ship or a person or the consequences of which could cause serious damage to a ship, an offshore structure or the environment.

Depending on the consequences, the generic term 'marine casualty' is divided further into

very serious marine casualty (VSMC):

fatality, constructive total loss of a ship or an accident with substantial environmental pollution;

serious marine casualty (SMC):

marine casualty not classified as a VSMC, which includes but is not limited to

- the failure of the main engine;
- substantial damage to the accommodation spaces;
- serious damage to the ship's structure;
- a leak in the underwater shell plating with which the ship becomes unseaworthy;
- pollution, regardless of the volume of pollutants released, and/or
- damage that necessitates towing or shore-based assistance.

less serious marine casualty (LSMC):

any marine casualty not classified as a VSMC or SMC.

In this respect, there is broad consensus between the international rules of the IMO Code, the provisions of European legislation in Directive 2009/18/EC, and the national SUG that this does not apply to the term 'incident'. The SUG provides the following definition:

"Any event caused by or in connection with the operation of a ship that poses a risk to a ship or a person or the consequences of which could cause serious damage to a ship, an offshore structure or the environment."

The definition of 'incident' in the international rules is similar, but the wording is not identical. However, it is problematic in that an 'incident' is not the same as a marine casualty according to international rules, while the SUG deems it a subcategory of a marine casualty.

In particular, the aforementioned definitions are of significance because they apply throughout Europe and form the basis for the entries in the European marine casualty database, EMCIP, and for the IMO database, GISIS. Therefore, the international systems are applied for the statistics presented here.

Accidents or incidents involving only pleasure yachts or small fishing vessels are not recorded in Europe. Since there is still a requirement to report such accidents, a national database is kept for this purpose.

Moreover, the law does not apply to inland waterway vessels, ships of war, troop ships and other ships owned or operated by Germany's federal or state governments and used only on government non-commercial service.

As a consequence of that, the BSU not only feeds the EMCIP and GISIS databases in accordance with international legislation, but also/additionally a (simplified) national database. Occasionally, this leads to friction and sometimes even inconsistencies in the statistics.

Global reporting and marine casualties reported in 2015

The following table provides a summary and comparison of the events reported to the BSU in the years 2013 to 2015.

	2013	2014	2015
VSMC	2	6	8
SMC	16	20	16
LSMC	221	214	244
Incidents (I)	44	67	100
Other (marine) casualties (OC)	92	67	84
- of which pleasure yachts	73	49	60
Non-marine casualty (NC)	42	52	58
Total number of reports	417	426	510

After the introduction to the statistics, this table also requires an explanation. All incoming reports are recorded here.

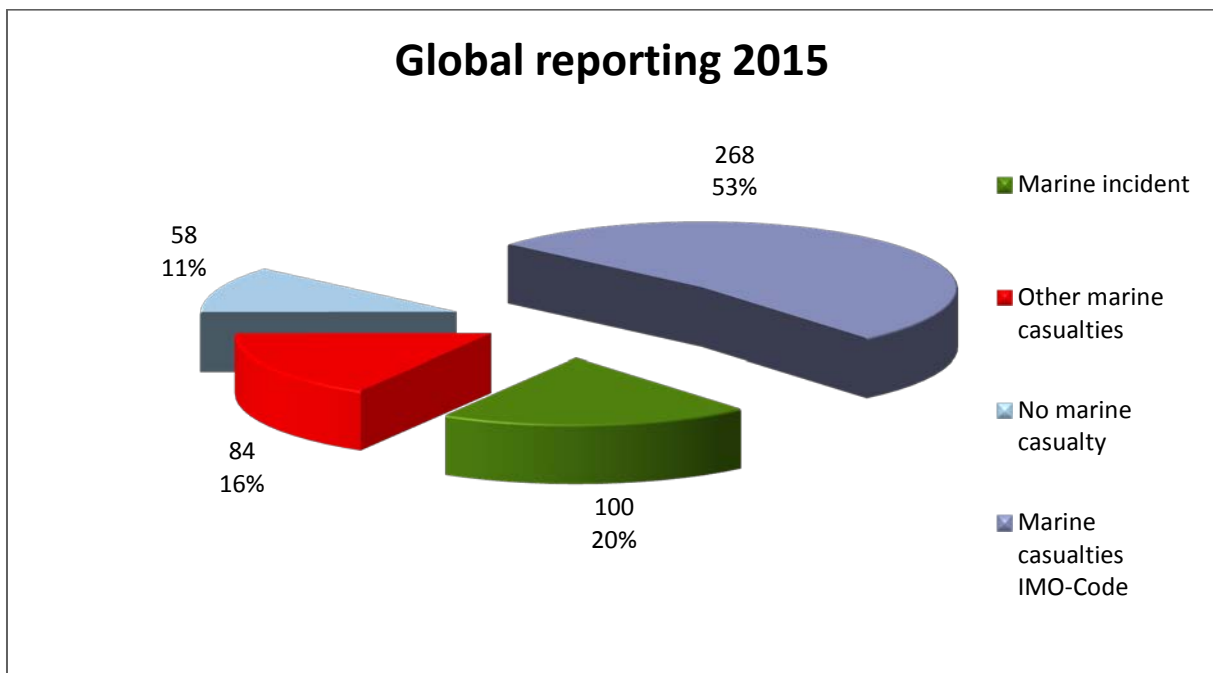
This table only shows those VSMCs, SMCs, LSMCs, and Is according to international rules.

Incidents were reported separately for the first time in 2013. The problem with regard to categorising incidents is that ultimately nothing has happened. In turn, this means that the tendency to report such incidents will be rather low, which will probably lead to a relatively high number of unreported cases. A typical incident would be a blackout; for example, an engine failure and emergency anchoring manoeuvre that does not lead to damage to a ship, environmental pollution or bodily harm.

Although OCs are marine casualties, they do not fall under the scope of the international or national rules. These primarily concern accidents that only involve pleasure yachts used for non-commercial reasons, as well as navy or other government ships.

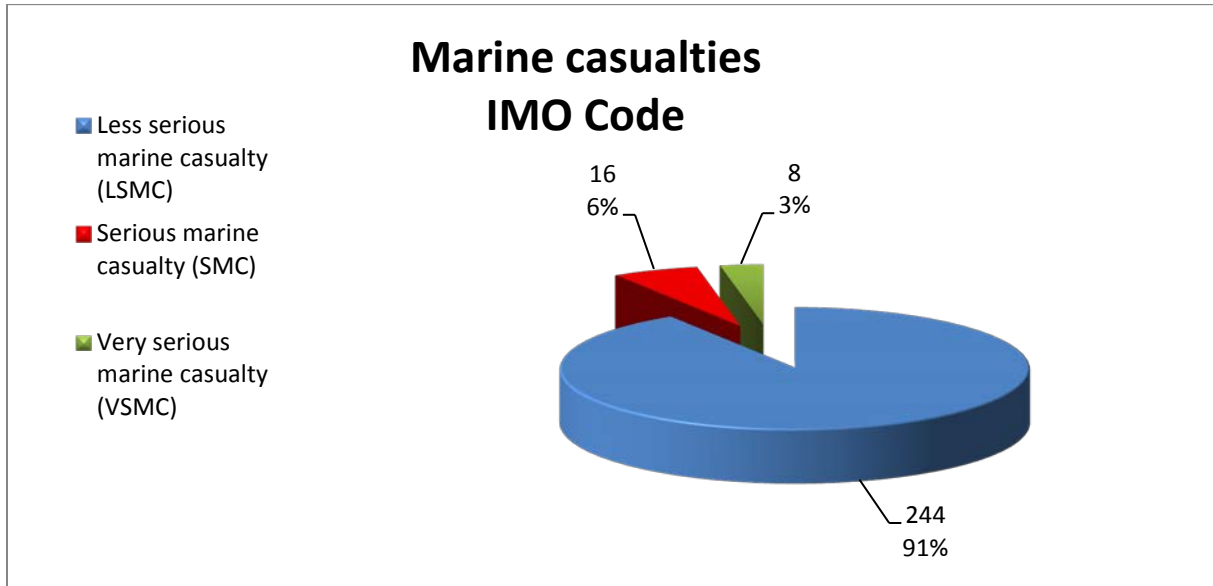
The NC category encompasses any other report that does not concern a marine casualty, e.g. accidents involving vessels for inland navigation on inland waterways, or passengers on ferries or cruise ships and crew members in general falling ill.

The total number of reports has increased significantly compared to previous years. This is mainly due to the fact that vessel traffic services now also report cases in which little or no damage was caused.

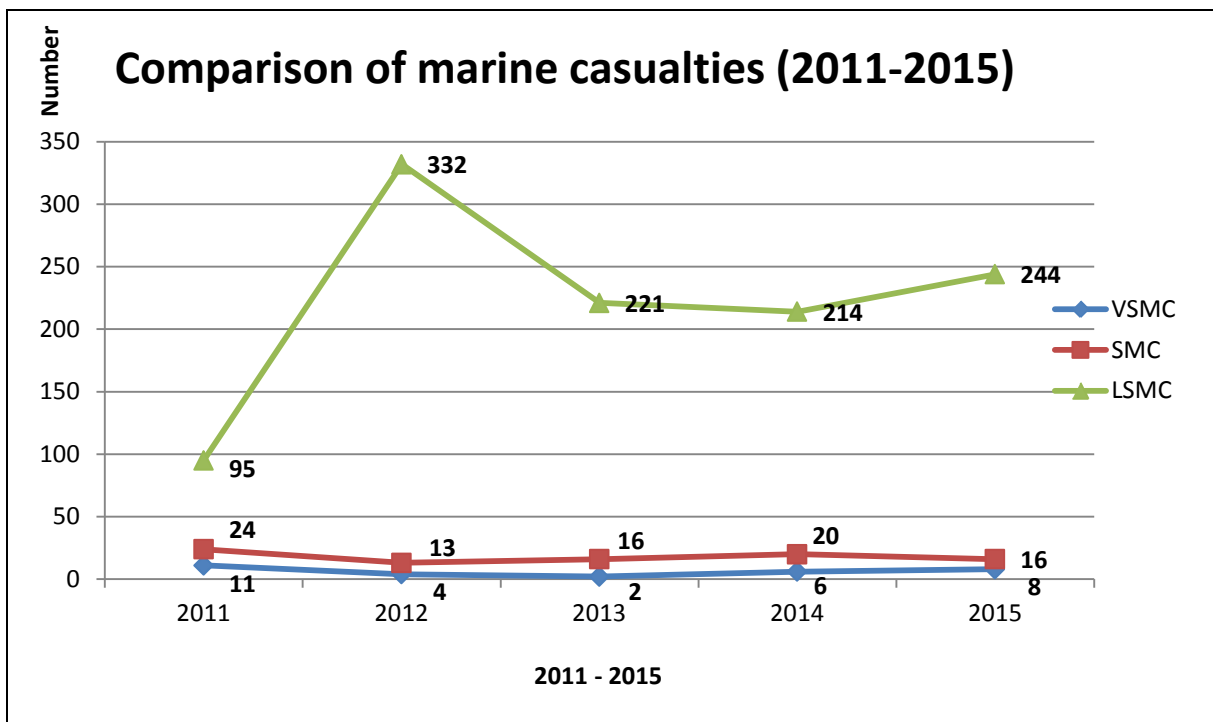


Marine casualties in total

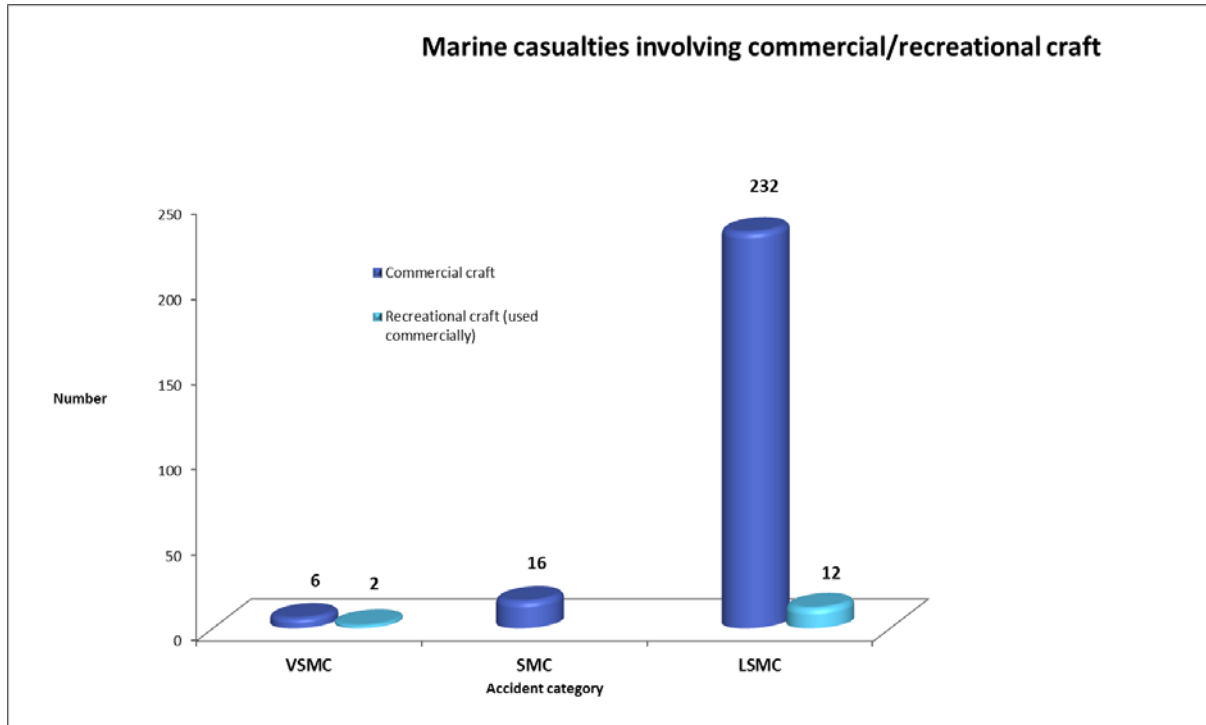
Of the 510 cases reported, 268 are classified as marine casualties and include eight VSMCs and 16 SMCs.



The following table provides a summary of the trend over the past five years, where it must be remembered that in 2012 the entire system was adapted to meet the rules that apply internationally. The stringent classification rules that now apply did not exist until then, meaning the discretion of the head of the agency was more important. The trend displayed is the result and shows that LSMCs increased significantly, while SMCs initially dropped in 2012 but have settled at between 15 and 20 accidents in the last three years.

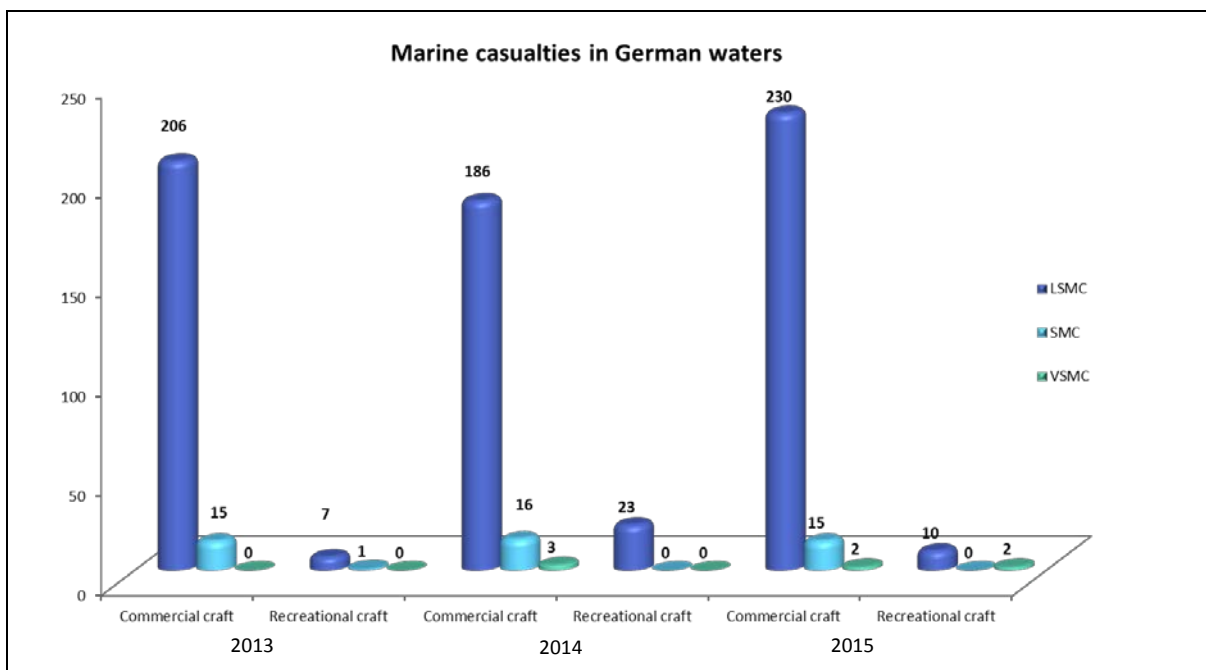


A comparison of marine casualties in merchant shipping on one hand and sport and recreational boating on the other is in itself futile. The following chart aims merely to illustrate the ratio of merchant shipping to 'commercial' pleasure craft in 'real' marine casualties, i.e. those that fall under international regulations. Accidents involving private pleasure yachts are not shown here. Here, fishing vessels belong to merchant shipping.



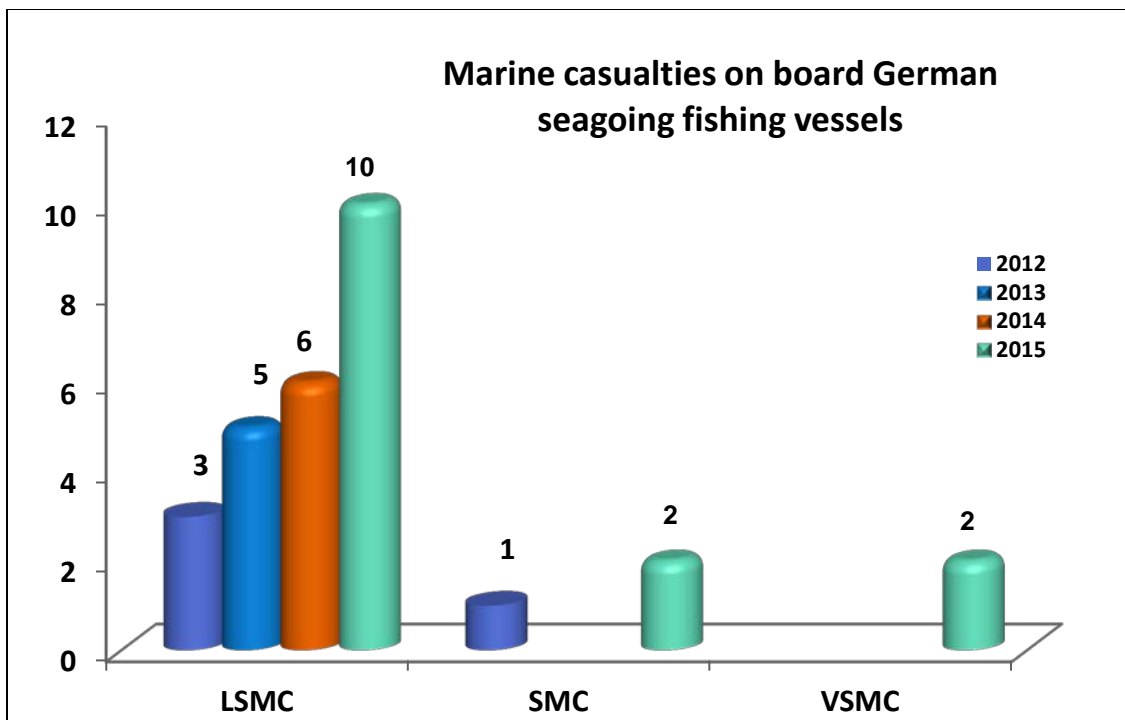
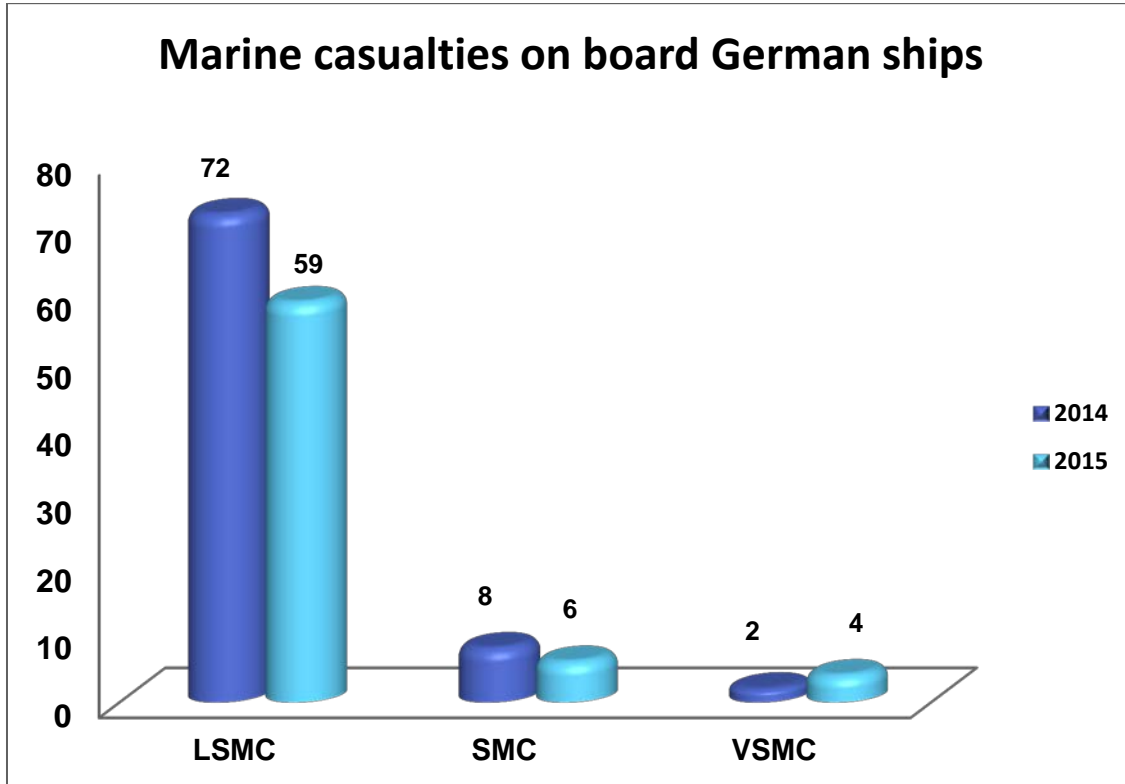
Marine casualties in German waters

In 2015, 259 of the 268 marine casualties reported occurred in German waters. They consisted of 240 LSMCs, 15 SMCs, and four VSMCs.



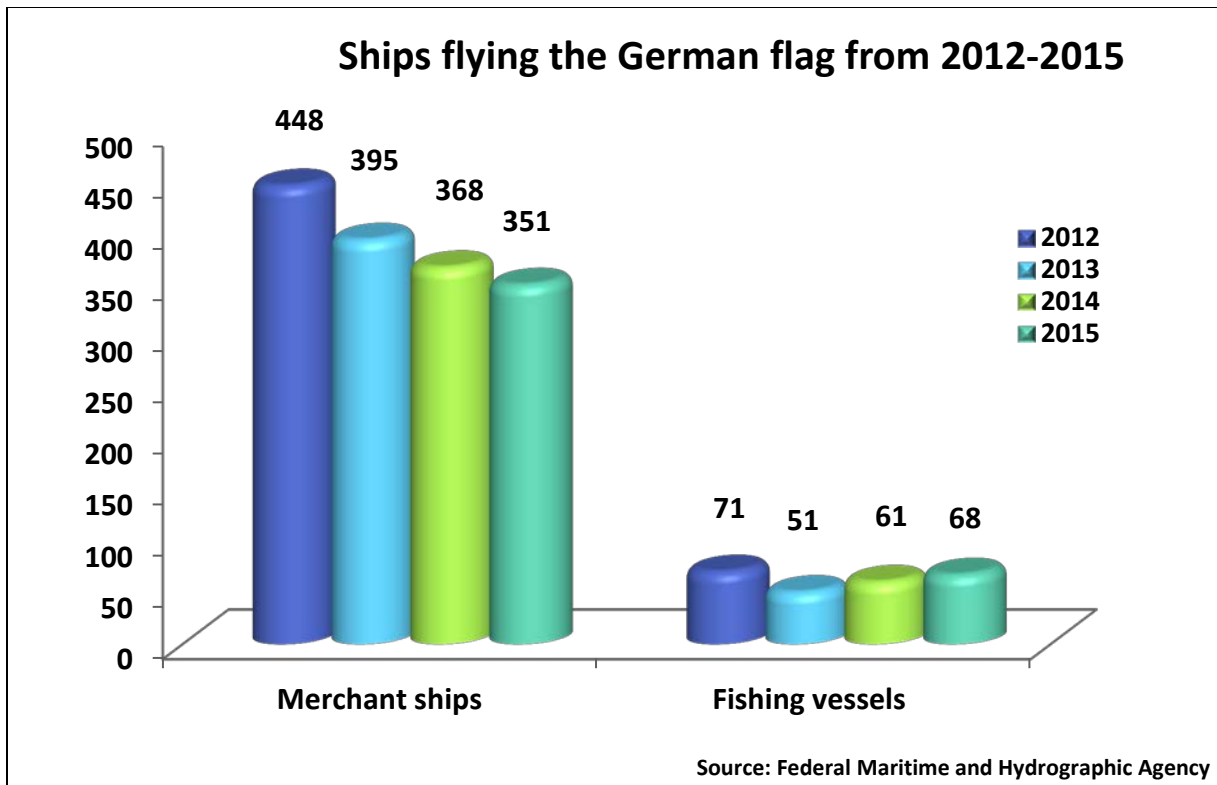
Marine casualties involving German ships

69 marine casualties occurred on board seagoing ships flying the German flag. They consisted of 59 LSMCs, six SMCs, four VSMCs, and another 14 marine casualties on board fishing vessels (including two SMCs and two VSMCs).



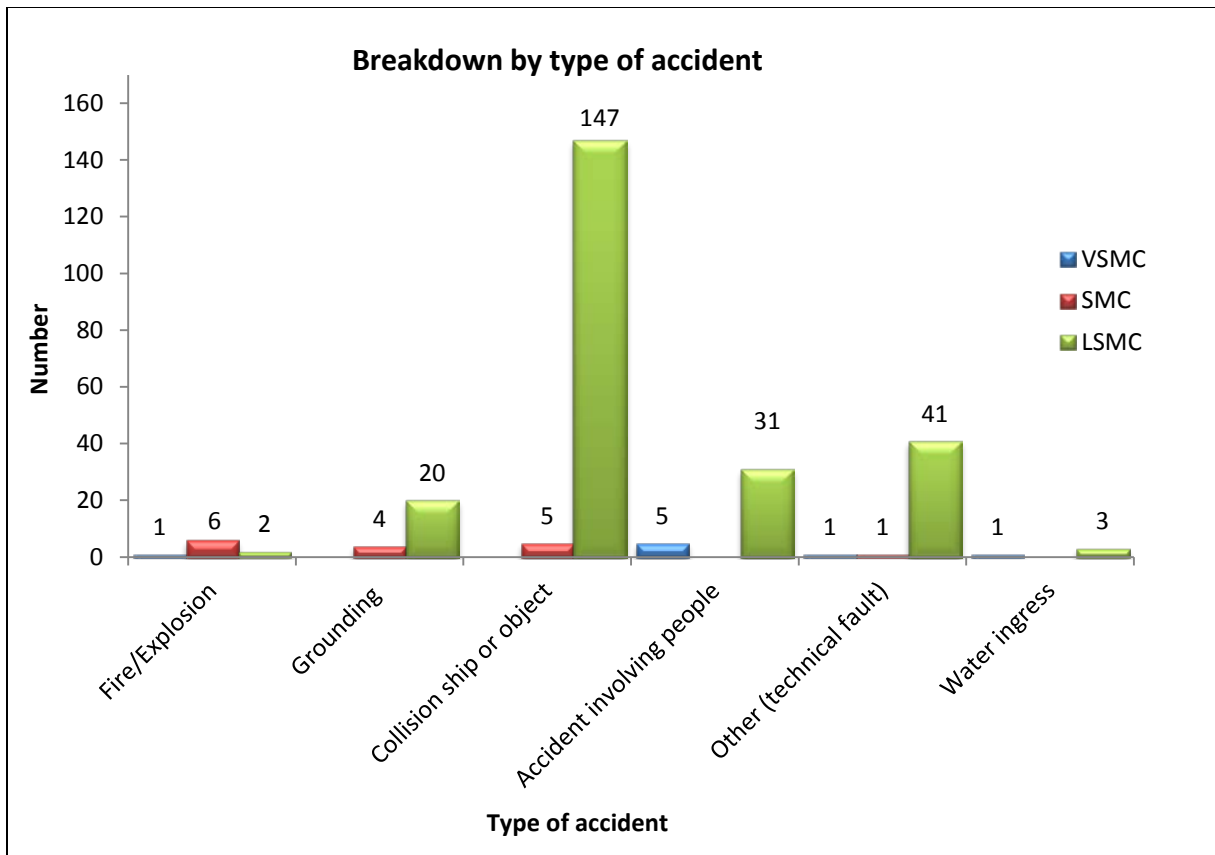
Ships flying the German flag

On 31 December 2015, there were 351 merchant ships and 68 seagoing fishing vessels registered under German flag¹. Accordingly, merchant ships saw another drop (17 ships) compared to the previous year. Since 2012, the merchant fleet has contracted by almost 22%. By contrast, the number of fishing vessels has increased, however.

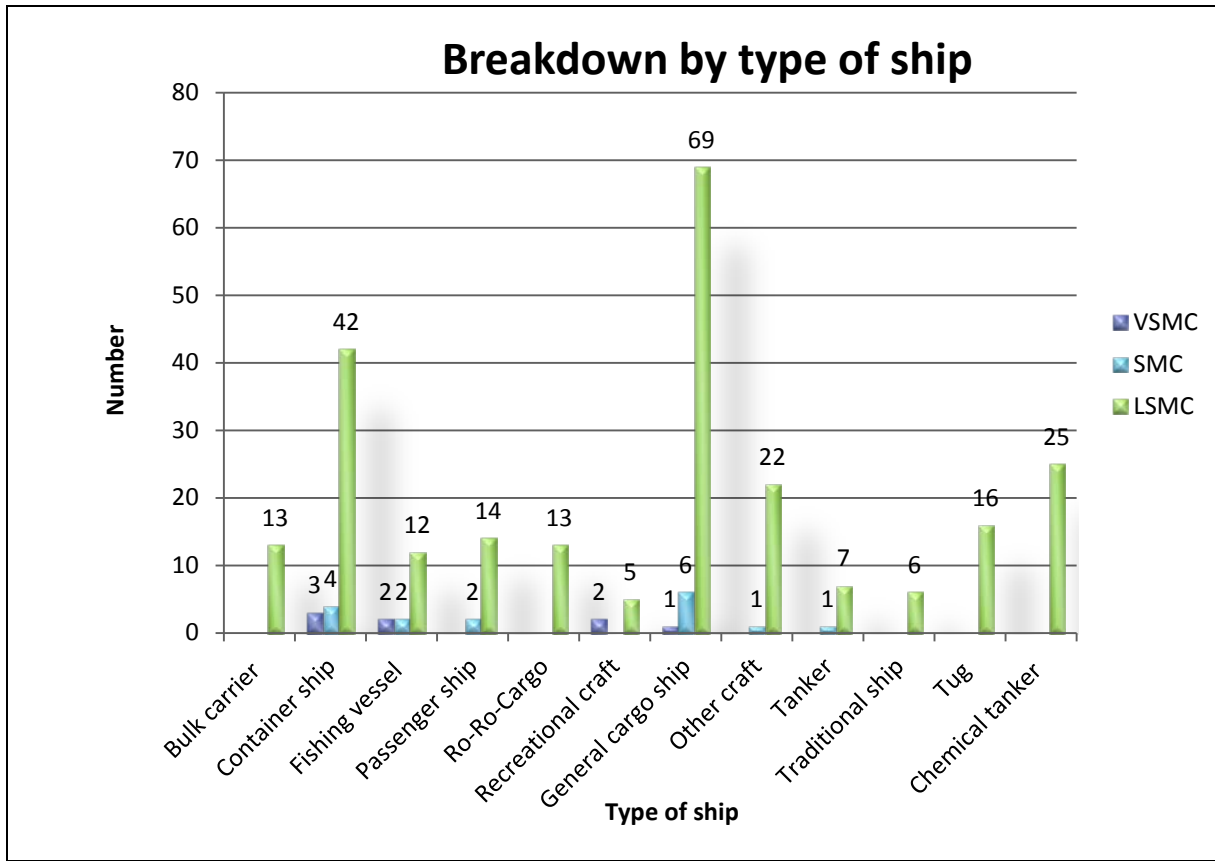


¹ Source: Federal Maritime and Hydrographic Agency

Breakdown of marine casualties by the kind of accident and type of ship in 2015

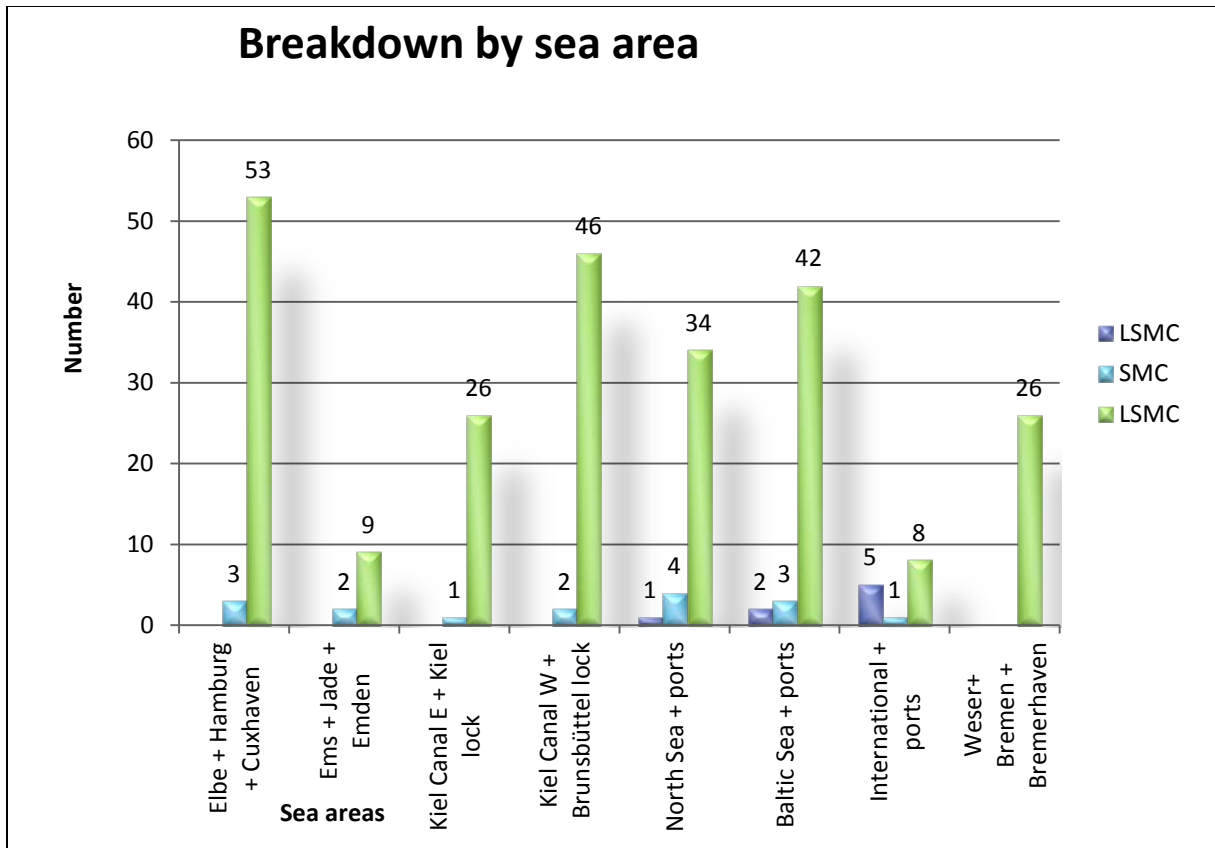


Type of accident	LSMC	SMC	VSMC	Total
Fire/Explosion	1	6	2	9
Grounding		4	20	24
Collision with ship or object		5	147	152
Accident involving people	5		31	36
Other (technical fault)	1	1	41	43
Water ingress	1		3	4
Overall result	8	16	244	268



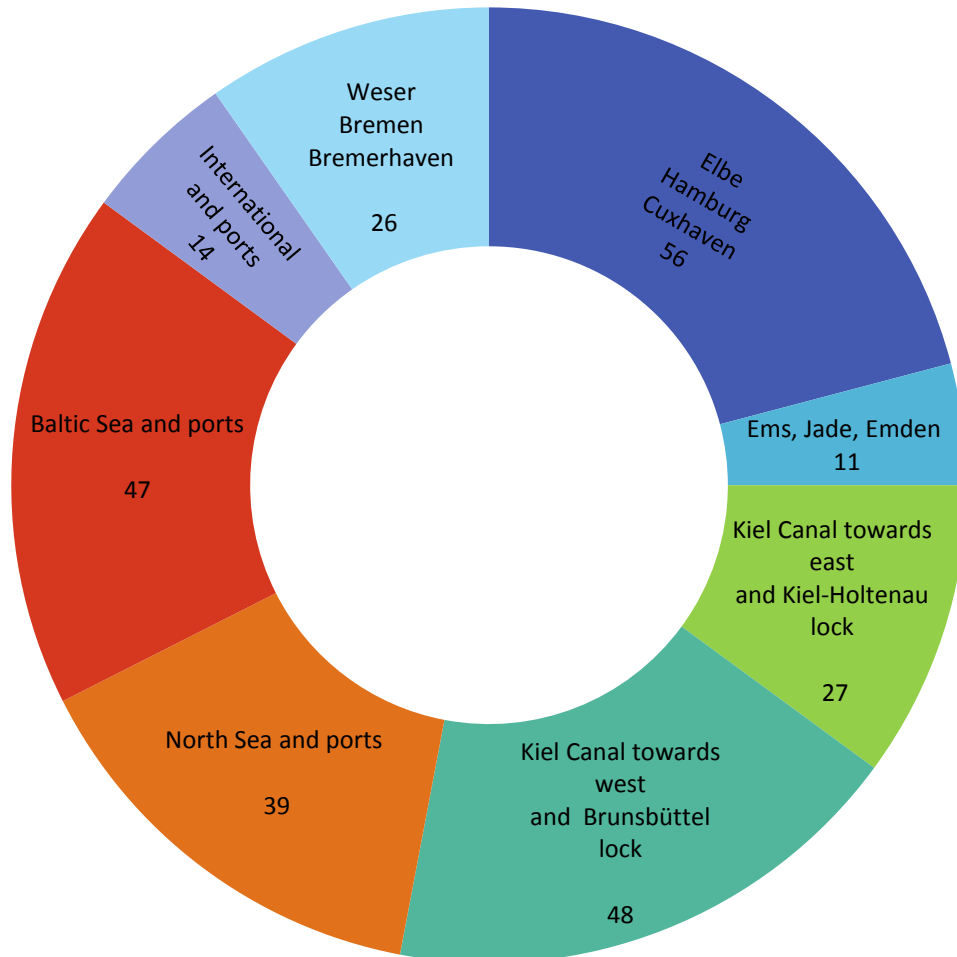
Number Type	VSMC	SMC	LSMC	Total
Bulk carrier			13	13
Container ship	3	4	42	49
Fishing vessel	2	2	12	16
Passenger ship		2	14	16
Ro-Ro-Cargo			13	13
Recreational craft	2		5	7
General cargo ship	1	6	69	76
Other craft		1	22	23
Tanker		1	7	8
Traditional ship			6	6
Tug			16	16
Chemical tanker			25	25
Overall result	8	16	244	268

Breakdown of marine casualties by sea area



Area of operation	VSMC	SMC	LSMC	Total
Elbe + Hamburg + Cuxhaven		3	53	56
Ems + Jade + Emden		2	9	11
Kiel Canal E + Kiel lock		1	26	27
Kiel Canal W + Brunsbüttel lock		2	46	48
North Sea + ports	1	4	34	39
Baltic Sea + ports	2	3	42	47
International + ports	5	1	8	14
Weser + Bremen + Bremerhaven			26	26
Overall result	8	16	244	268

Marine casualties by sea area in 2015



There were six VSMCs in merchant shipping in 2015. They consisted of five in which a seaman deceased and the foundering of the fishing vessel KRISTINA, in which there were no casualties. There were also two fatal accidents in (commercial) recreational boating. One of those two accidents occurred on a charter yacht, the other on a Polish traditional ship. The latter is being investigated by our Polish colleagues.

Altogether, 74 people in 62 reports were injured as a result of work or leisure.

Merchant shipping: 56 injured people in 50 reports
 Recreational boating: 18 injured people in 12 reports

Summary of closed and ongoing investigations

In 2015, 13 investigations were closed with the publication of an investigation report. They consisted of one from 2013 and 12 from 2014. Another 11 investigations were closed with an internal report. They consisted of two from 2012, five from 2014, and four from 2015. Finally, two cases were handed over to other interested States.

Four interim reports were also published.

Accordingly, 28 cases were being processed at the end of 2015. Details are given in the following tables.

Investigated marine casualties that were closed with an investigation report in 2015

	Published	Report no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	09/01/2015	06/14	09/01/2014	Merita	General cargo ship	Cyprus	Port of Rostock	Engine failure
2	19/01/2015	43/14	01/03/2014	Bimi/ Barent Zanen	Dredger/ General cargo ship	Cyprus/ Bahamas	Medem roadstead	Collision
3	12/05/2015	128/14	16/05/2014	MSC Benedetta	Container ship	Germany	Zeebrugge, Belgium	Collision with a pier
4	18/05/2015	124/14	19/05/2014	Klaus Groth	Fishing vessel	Germany	Off Amrum	Explosion
5	22/05/2015	140/14	26/05/2014	Suntis	General cargo ship	Germany	Goole, UK	Fatal accident
6	03/06/2015	155/14	04/06/2014	Adler Express	Ferry	Germany	Wittdün, Amrum	Collision with a pier
7	26/06/2015	138/14	21/05/2014	Nordevent Sea Rocket	Rigid inflatable boat	Germany	Lower Elbe	Accident involving people
8	10/07/2015	07/14	17/01/2014	Pacific Orca/Jurie van den Berg	Wind turbine installation vessel/Fishing vessel	Cyprus/ Germany	Off Borkum	Collision
9	12/08/2015	266/14	13/08/2014	Bösch/Ponton 1	Tug/Pontoon	Germany	North of Darßer Ort	Foundered
10	28/08/2015	272/14	01/09/2014	Maersk Surabaya	Container ship	Germany	Off Shanghai	Fatal accident
11	04/09/2015	276/14	05/09/2014	Francisca/RMS Bremen	General cargo ship/Multi-purpose carrier	Antigua and Barbuda/Cyprus	Kiel Firth	Collision
12	09/10/2015	99/13	01/05/2013	Atlantic Cartier	Con-ro carrier	Sweden	Port of Hamburg	Fire
13	20/11/2015	364/14	21/11/2014	MTM Westport	Tanker	Hong Kong	Outer Elbe roadstead	Fatal accident

Interim investigation reports in 2015

	Published	Report no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	21/01/2015	07/14	17/01/2014	Pacific Orca/Jurie van den Berg	Wind turbine installation vessel/Fishing vessel	Cyprus/ Germany	Off Borkum	Collision
2	02/06/2015	189/14	30/05/2014	Nobile/Werker	Traditional ship/Worksite craft	Germany/ Germany	Flensburg Firth	Collision
3	18/09/2015	337/14	20/09/2014	Silver Pegasus	Bulk carrier	Panama	Port of Brake	Fatal accident
4	04/11/2015	370/14	24/11/2014	Zander	Grab dredger	Netherlands	North of Norderney	Foundering with two fatalities

Investigated marine casualties that were closed with an internal investigation report in 2015

	Date	Ref. no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	Discontinued 10/01/2015	05/14	11/01/2014	P&O Nedlloyd Juliana	Container ship	Liberia	Pier at Bremerhaven	Collision
2	Discontinued 18/02/2015	372/14	24/11/2014	Hanoi	Multi-purpose carrier	Gibraltar	Port of Hamburg	Collision with sheet piling
3	Discontinued 23/04/2015	361/14	19/11/2014	Johanna Josefine	Dredger	Netherlands	Brake	Collision
4	Discontinued 06/05/2015	397/12	08/11/2012	Ulusoy 14	Ferry	Turkey	Flensburg	Accident involving people
5	Discontinued 13/05/2015	32/14	15/02/2014	Maersk Laberinto/Maersk Missouri	Container ship/Container ship	Hong Kong/ United States	Port of Bremerhaven	Collision
6	Discontinued 26/05/2015	75/15	05/03/2015	Monte Alegre/Chembulk Houston	Container ship/Chemical tanker	Germany/ Singapore	Houston Channel (United States)	Collision
7	Discontinued 12/06/2015	210/15	08/06/2015	Einheit	Fishing vessel	Germany	Peenestrom	Fire
8	Discontinued 26/11/2015	327/15	15/08/2015	Sirius	Tanker	Germany	River Jade	Collision with a buoy
9	Discontinued 07/12/2015	330/12	13/01/2012	Costa Concordia	Cruise ship	Italy	Island of Giglio, Italy	Capsize
10	Discontinued 07/12/2015	411/14	28/12/2014	Norman Atlantic	Ro-ro passenger ship	Italy	Adria	Fire/ Physical injury
11	Discontinued 07/12/2015	197/15	24/05/2015	Eddy 1/ Seahorse	Tug/Dredger	Netherlands/ Netherlands	Bremerhaven	Collision

Marine casualties handed over to another interested State in 2015

	Ref. no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	56/15	19/02/2015	MSC Katie	Container ship	Panama	Lower Elbe	Accident involving people
2	201/15	30/05/2015	Down North	Traditional ship	Poland	Off Usedom	Foundered

Investigations ongoing at 31 December 2015

	Ref. no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	330/13	28/10/2013	Syderfly/ Coral Ivory	Cargo ship/ Chemical tanker	Saint Vincent & the Grenadines/ Netherlands	Kiel Canal	Collision
2	36/14	16/01/2014	Stenberg/ Wes Janine	Chemical tanker/ Container ship	Gibraltar/ Antigua & Barbuda	River Elbe	Collision
3	58/14	05/03/2014	Wilson Fedje/ Jade	Container ship/ Inland waterway vessel	Barbados/ Germany	Port of Hamburg	Collision
4	189/14	30/05/2014	Nobile/ Werker	Racing craft/ Worksite craft	Germany/ Germany	Flensburg Firth	Collision
5	262/14	16/08/2014	Andrea	Fishing vessel	Germany	Hohwacht Bay	Foundered
6	337/14	20/09/2014	Silver Pegasus	Timber carrier	Panama	Brake	Accident involving people
7	370/14	24/11/2014	Zander	Other craft (grab dredger)	None	North of Norderney	Accident involving people
8	16/15	17/01/2015	Red7 Alliance	Supply ship	Bahamas	Brunsbüttel	Collision with a lock gate
9	34/15	01/02/2015	Hanjin Dallas	Container ship	Germany	East coast of the United States	Fatal accident
10	42/15	06/02/2015	Askoe	Cargo ship	Antigua & Barbuda	Kadet Trench	Fatal accident
11	55/15	19/02/2015	Kristina	Fishing vessel	Germany	West of Borkum	Foundered
12	92/15	19/03/2015	Choapa Trader	Container ship	Liberia	Hamburg	Grounding
13	94/15	20/03/2015	Saint George	Cargo ship	Cyprus	Brunsbüttel	Collision with a lock gate
14	180/15	16/05/2015	Hanjin Miami	Container ship	Germany	West of Sri Lanka	Disappearance of a person
15	198/15	25/05/2015	Purple Beach	Cargo ship	Marshall Islands	German Bight	Fire
16	203/15	28/05/2015	Ortega Tres	Fishing vessel	Germany	Irish Sea	Fatal accident
17	225/15	16/06/2015	Frisia V	Ferry	Germany	Norddeich	Collision with a pier
18	268/15	15/07/2015	Dublin Express	Container ship	Germany	Dominican Republic	Fatal accident
19	402/15	21/09/2015	Desdemona	Charter sailing yacht	Germany	Off Warnemünde	Fatal accident
20	431/15	26/10/2015	Thetis D	Container ship	Liberia	Off Kiel	Explosion
21	443/15	02/11/2015	Sylt	Container ship	Antigua & Barbuda	Port of Hamburg	Ground contact with oil spillage
22	455/15	20/11/2015	MSC Katrina	Container ship	Panama	Outer Elbe	Cargo fire
23	457/15	23/11/2015	Angelika	Fishing vessel	Germany	Off Borkum	Foundered
24	459/15	26/11/2015	Transcapricorn/ Eendracht	Cargo ship/ Cargo ship	Gibraltar, UK/ Netherlands	Lower Elbe	Collision

25	470/15	03/12/2015	Emsmoon	Cargo ship	Antigua & Barbuda	River Ems at Weener	Collision with a bridge
26	475/15	07/12/2015	Cembalo	Cement carrier	Bahamas	Port of Rostock	Fire
27	496/15	18/12/2015	Ventura	Cargo ship	Antigua & Barbuda	Holtenua roadstead	Fire
28	499/15	17/12/2015	BBC Maple Lea	Cargo ship	Germany	Near Montreal, Canada	Ground contact with oil spillage

Investigations ongoing at 31 December 2015 that were published between January and the end of May 2016

		Report no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	15/01/2016	16/15	17/01/2015	Red7 Alliance	Supply ship	Bahamas	Brunsbüttel	Collision with a lock gate
2	26/01/2016	180/15	16/05/2015	Hanjin Miami	Container ship	Germany	West of Sri Lanka	Disappearance of a person
3	29/01/2016	34/15	01/02/2015	Hanjin Dallas	Container ship	Germany	East coast of the United States	Fatal accident
4	15/03/2016	330/13	28/10/2013	Syderfly/ Coral Ivory	Cargo ship/ Chemical tanker	Saint Vincent & the Grenadines/ Netherlands	Kiel Canal	Collision
5	21/03/2016	94/15	20/03/2015	Saint George	Cargo ship	Cyprus	Brunsbüttel	Collision with a lock gate
6	20/05/2016	203/15	28/05/2015	Ortega Tres	Fishing vessel	Germany	Irish Sea	Fatal accident
7	26/05/2016	36/14	16/01/2014	Stenberg/ Wes Janine	Chemical tanker/ Container ship	Gibraltar/ Antigua & Barbuda	River Elbe	Collision

Investigations ongoing at 31 December 2015 for which interim reports were published between January and the end of May 2016

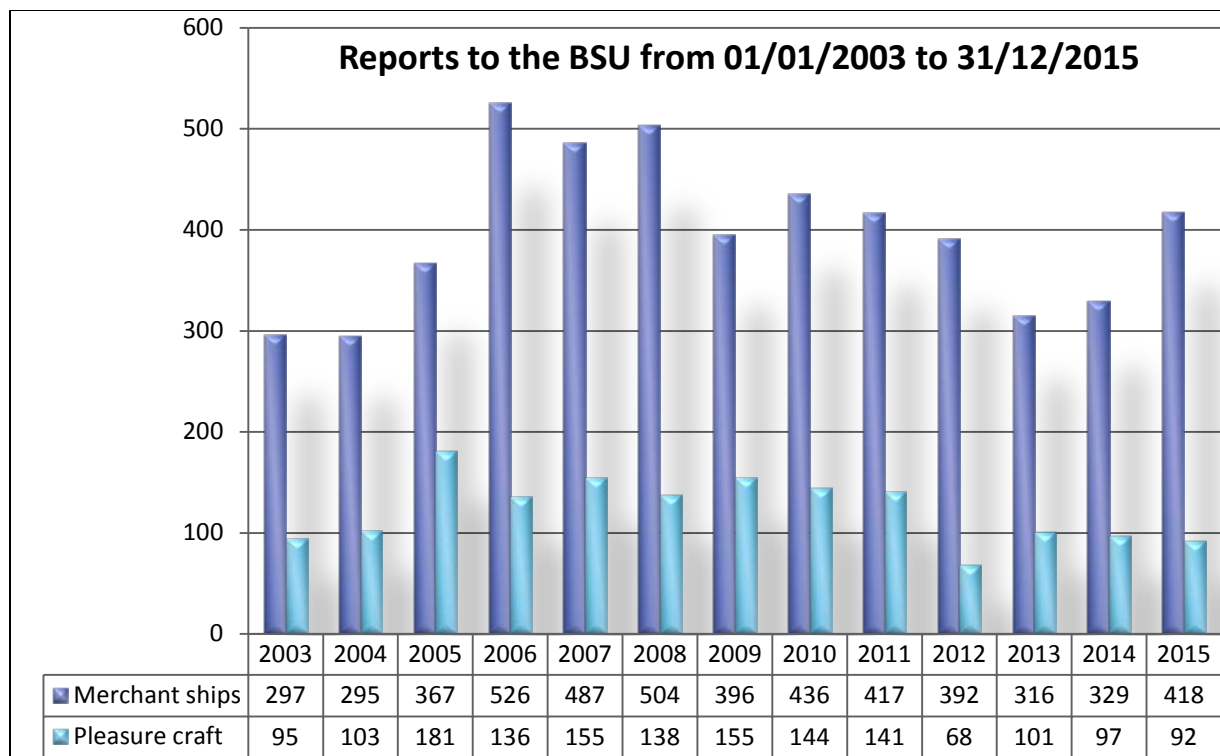
	Published	Report no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	05/02/2016	42/15	06/02/2015	Askoe	Cargo ship	Antigua & Barbuda	Kadet Trench	Fatal accident
2	17/02/2016	55/15	19/02/2015	Kristina	Fishing vessel	Germany	West of Borkum	Foundered
3	25/05/2016	198/15	25/05/2015	Purple Beach	Cargo ship	Marshall Islands	German Bight	Fire

Investigation of marine casualties involving pleasure yachts by the BSU

Since Germany's SUG entered into force in June 2002 and the BSU was established in Hamburg, accidents involving pleasure yachts have been investigated on the basis of the IMO Code. Since the reform of the SUG in 2011, accidents involving pleasure yachts outside German territorial waters or fishing vessels of less than 15 m are no longer investigated by German authorities.

The legislature established a saving clause (Article 1(4) SUG) for marine casualties that involve only pleasure yachts in German waters and the German Exclusive Economic Zone. The BSU may continue to investigate such cases if it is expected that the findings will increase maritime safety, in particular, by improving applicable regulations or equipment for maritime navigation.

Regardless of the elimination of the investigation of accidents on the high seas involving pleasure yachts, there is still an obligation to report such accidents to the BSU under Article 1 of the Ordinance on the Safety of Shipping (SeeFSichV 1993), meaning statistics for such cases are at least kept. Inasmuch, this statistical part should continue to deal with accidents involving pleasure yachts.



This graph shows the trend for all the reports received by the BSU. While merchant shipping has seen an increase, pleasure yacht reports dropped slightly again this year.

Fatalities involving recreational craft from 2003 to 2015

Finally, this figure shows the trend for accidents with a fatal outcome. With regard to the noticeable decline in fatal accidents, the figures in recent years are quite encouraging.

