

European Marine Casualty Information Platform (EMCIP)

Guide for public users

V1.0

Date: Aug 2023

Document History

Version	Date	Description	Prepared
1.0	05/09/2023	Drafted document for EMCIP v3.8.1	EMSA

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List of Abbreviations

AIB	Accident Investigative Bodies
AID	Directive 2009/18/EC
CSV	Comma Separated Values
GIS	Geographic Information System
EMCIP	European Marine Casualty Information System
EMSA	European Maritime Safety Agency
MS	Member States
TDMS	Traffic Density Maps Services
EEZ	Exclusive Economic Zone

1. Disclaimer

The statistics, data and charts on the EMCIP portal have been generated from a subset of data reported by the EU Member States in accordance with art. 17 of Directive 2009/18/EU (AID). Although there are procedures in place to monitor the consistency, reliability and completeness of data, the ultimate responsibility for the data rests with the Member State which provided it. Data regarding each occurrence may be updated at any time by the competent Authority that reported them.

The dataset provides information concerning the marine casualties and incidents falling within the scope of the AID that occurred after 17/06/2011. It includes both anonymized notifications (i.e. not investigated cases) and detailed information on the finished safety investigations conducted by the Accident Investigative bodies (AIB), including their final report.

The displayed data shall in no circumstances be used to infer liability or responsibility and not to be used to evaluate the levels of safety for sea areas.

For more information on a specific occurrence, please contact the Authority that provided it.

2. The EMCIP system: an overview

The European Marine Casualty Information Platform (EMCIP) is a database and a data distribution system operated by EMSA, the European Commission and the EU/EEA Member States. EMCIP aims to deliver a range of benefits at national and European relevance by:

- Improving the information background about marine casualties and incidents;
- Widening and deepening the analysis of the results of casualty investigations;
- Providing at-a-glance information, enabling general risk identification and profiling;
- Sharing lessons learned and safety issues detected in the course of safety investigations.

Member States notification of marine casualties and incidents, and reporting of data resulting from safety investigations in EMCIP, has been mandatory since 17 June 2011. This has allowed the Agency to assist the Commission and Member States with analysis of such data, the development of trend monitoring mechanisms, proposals for safety recommendations, the improvement of existing European legislation and promotion of new technical requirements.

EMCIP provides the means to store data and information related to marine casualties and incidents involving all types of ships including occupational accidents related to ship operations. It also enables the production of statistics and analysis of the technical, human, environmental and organisational factors involved in accidents at sea.

EMCIP is also connected to the Global Integrated Shipping Information System (GISIS) managed by the International Maritime Organisation, thus supporting the dissemination of investigation data reported by the EU/EEA MS at a global level without any duplication of effort.

The database's taxonomy has been developed by EMSA in consultation with the Member States, on the basis of European research and international recommended practice and procedures.

Information about marine casualties and incidents is also made accessible to the public, such as the investigation reports published by the accident investigation bodies and “anonymised” data about casualties and incidents notified by Member States authorities.

EMSA manages EMCIP on behalf of the Commission, hosting, providing maintenance and improving the system.

The Agency is assisted in its tasks by the Member States through the EMCIP User Group.

The Permanent Cooperation Framework, together with the representatives of other authorities designated by the Member States as points of contact for EMCIP governance, is the relevant framework for the development of the database scheme and the method for the data notification, as laid out in Directive 2009/18/EC, Article 17 (4).

Further details on EMCIP and the tasks of the Agency in accident investigations can be found at <https://www.emsa.europa.eu/we-do/safety/accident-investigation.html>

3. Access to the system

Public users can access the system via the EMSA Marine Application Portal at the following URL:
<https://portal.emsa.europa.eu/emcip-public/#/dashboard>

3.1 Landing page

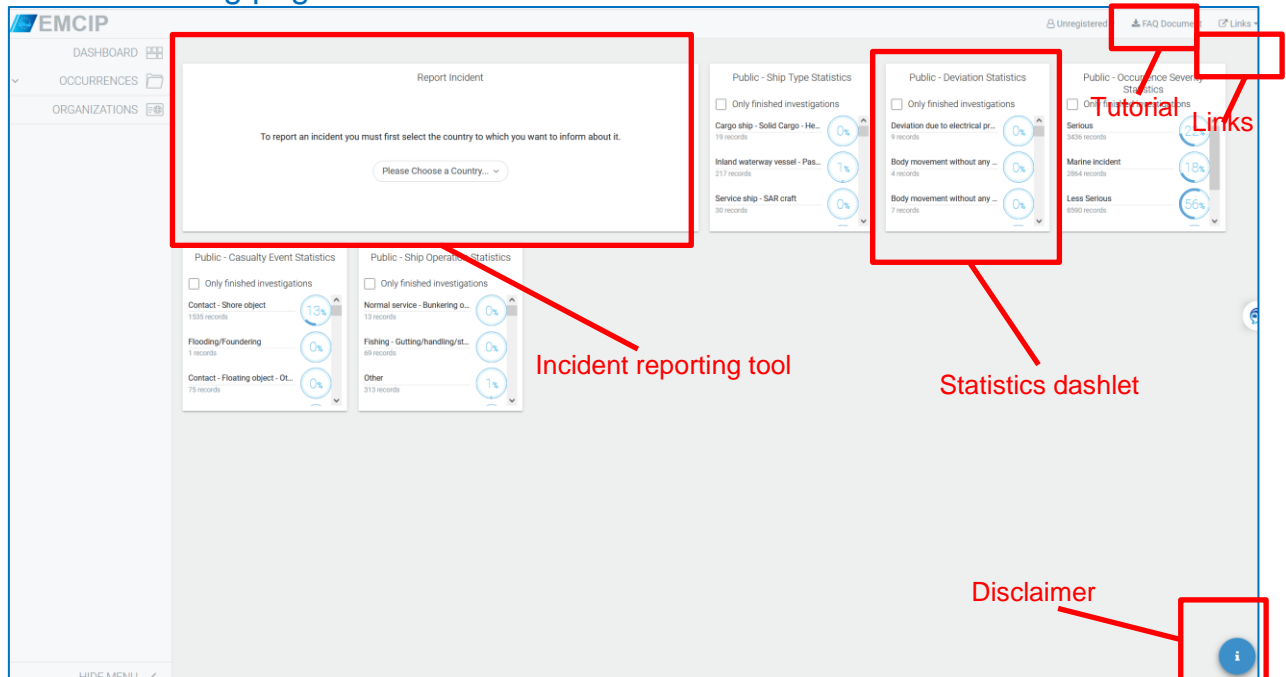


Figure 1 – Dashboard (landing page)

The landing page includes:

- Statistics dashlets, providing consolidated figures on data reported for specific attributes. Click the checkbox “only finished investigation” to refine the data only to the safety investigations undertaken by AIBs.

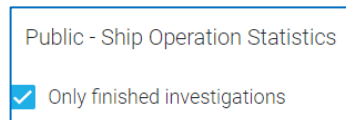


Figure 2 - Checkbox "only finished investigations"

- “Incident-reporting tool” for public users. See section 5 for details.
- Disclaimer providing basic information on the EMCIP system and the reporting principles.

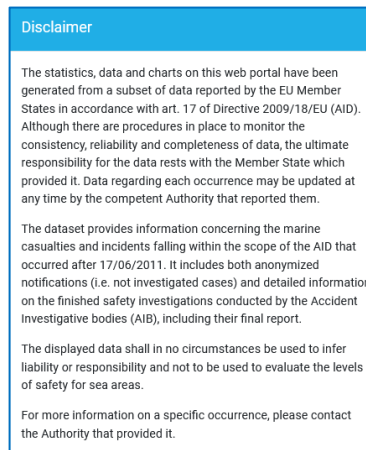


Figure 3 - Disclaimer

- Links to EMSA resources and the repository to download this tutorial.

3.2 Navigation tree

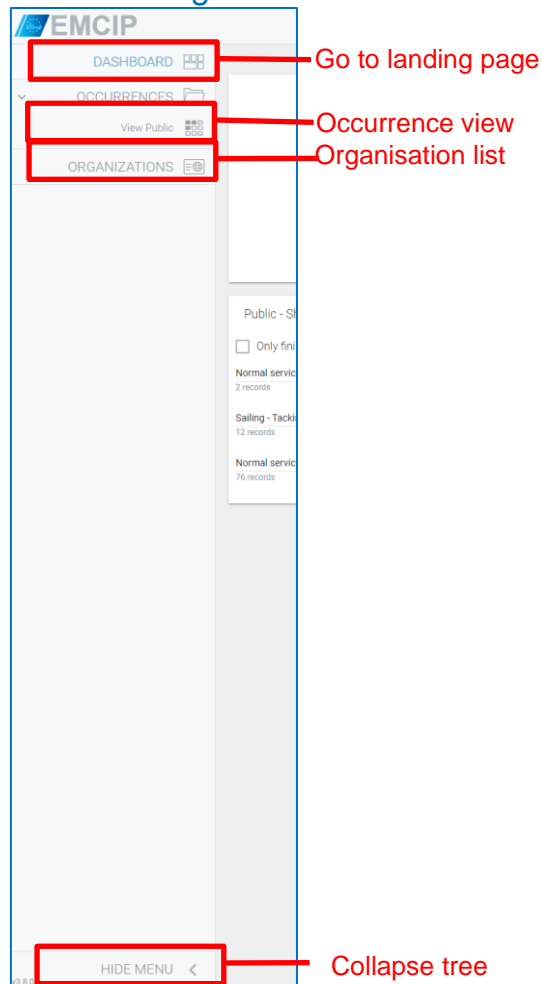


Figure 6 - Navigation tree

The navigation tree allows several interactions with the system.

Click **“Occurrences > View public”** to access the marine casualty/incident data available to public users, perform queries, export data and download safety reports published by AIBs. See section 4 for details.

Casualty report no.	Investigating state	Date of occurrence	Occurrence severity	Finished investigation	Occurrence with ship(s)	Deviation
2023/000586		09/08/2023	Serious		Contact - Floating object - Cargo	
2023/000201	NORWAY	19/04/2023	Serious	YES	Capsize/Listing - Capsize	Deviation by overflow, overturn, leak, flow, vapourisation, emission -
2023/000183	NORWAY	19/04/2023	Serious	YES	Capsize/Listing - Listing	
2023/000182	NORWAY	19/04/2023	Serious	YES	Capsize/Listing -	

Figure 4 - Occurrence view

Click **“Organisations”** to consult the contact details of the AIBs reporting into EMCIP

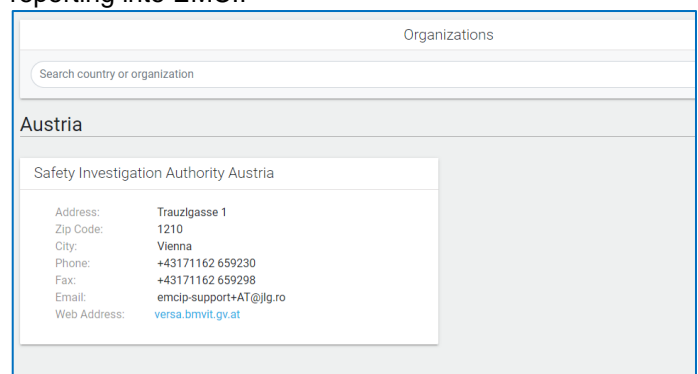


Figure 5 - Organisation view

Click **“Hide menu”** to collapse the navigation tree.
Click **“Dashboard”** to go back to the landing page

4. Occurrence view

4.1 Querying the system

Results number: 20 out of 15330

Results page

Occurrence details

Filter tree

Casualty report no.	Investigating state	Date of occurrence	Occurrence severity	Finished investigation	Occurrence with ship(s)	Deviation	Name of ship	IMO number	Ship / craft type
2023/000586		09/08/2023	Serious		Contact - Floating object - Cargo				Cargo Solid C Contai
2023/000201	NORWAY	19/04/2023	Serious	YES	Capsizing/Listing - Capsizing	Deviation by overflow, overturn, leak, flow, vapourisation, emission -	MSC MEDITERRANEAN	9102710	Cargo Liquid - Chen
2023/000183	NORWAY	19/04/2023	Serious	YES	Capsizing/Listing - Listing		OPPLAND	9505613	Cargo Solid C Genera
2023/000182	NORWAY	19/04/2023	Serious	YES	Capsizing/Listing - Listing		OPPLAND	9505613	Cargo Solid C Genera
2023/000123		07/03/2023	Less Serious		Contact - Floating object - Ice				Cargo Solid C Contai
2023/000121	NORWAY	06/03/2023	Less Serious	YES	Contact - Floating object - Ice		COSTA FIRENZE	9801691	Passer ship - C passer
2023/000141	NORWAY	06/03/2023	Less Serious	YES	Contact - Floating object - Ice		COSTA FIRENZE	9801691	Passer ship - C passer
2023/000142		06/03/2023	Less Serious		Contact - Floating object - Other				Cargo Liquid - Chen
2022/001361	NORWAY	05/10/2022	Serious	YES	Capsizing/Listing - Listing	Body movement under or with physical force	CAP QUEBEC	9817107	Cargo Liquid

The filter tree offers a broad array of parameters to refine the search for data. When hovering the filter, a popup appears providing explanatory information on the parameter.

Only finished investigations

Occurrence Report Nr.

search...

Competent authority

search...

Date after

National competent authority

Open

Figure 7 - Tooltips

Multiple filters can be applied. Press the icon "X" to clear the filter. Results are immediately displayed in the page as the filters are applied. Scroll down the result page to check the list. The number of occurrences retrieved by the query is displayed on top.

4.2 Consulting the occurrences' details

Click the button **"Open"** to consult the details of a given occurrence. In accordance with the schema agreed with the MS, the dataset for **"notifications"** (i.e., the not investigated occurrences) includes anonymised factual information. On the other hand, occurrences that have been investigated by the competent AIB (i.e., **"finished investigations"**) are provided with a wider dataset, including the ship's particulars, safety recommendations and the factors that contributed to the accident/incident. The public user can also download the full safety report published by the competent AIB by clicking the top-right icon **"download final report"** (available only for finished investigations).

Download final report

Final report

Casualty report no.	Investigating state	Date of occurrence	Occurrence severity	Finished investigation	Occurrence with ship(s)	Deviation	Name of ship	IMO number	Ship / craft type	Livest lost - Total	People injured - Total	Pollution	Competent authority	Final report
2023/000201	NORWAY	19/04/2023	Serious	YES	Capsizing/Listing - Capsizing	Deviation by overflow, overturn, leak, flow, vapourisation, emission - Pulverulent material - smoke generation, dust/particles in	MSC MEDITERRANEAN	9102710	Cargo ship - Liquid Cargo - Chemical tanker - Type 1	0	7	YES	Spain - CLAIM	

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[open in new tab](#)
[print](#)

Occurrence

Casualty Report Nr.:	2022/000361	Directive 2009/18:	Yes
State Reporting:	Spain	Competent authority:	Spain - CIAIM
Investigation Status:	Not Investigated	Occurrence severity:	Less Serious
Date of occurrence:	2022-02-17	Time (LT) of occurrence:	01:00
Latitude:	55°0.524' N	Longitude:	45°39.551' W
Nr. ships involved:		Sea area of occurrence:	Internal waters - Port area
Port of accident:	ESTONIA - Tapurla	National location:	
Lives lost Occurrence-Total:	0	People Injured Occurrence-Total:	9
Third party/other damage:		SAR intervention:	No
Material damage - With operational consequences			
Missing people Occurrence - Total: 7			

Weather and environment - details

Wind force:	Sea state:
Natural light:	Visibility:
Weather conditions:	

Vessel

Ship / craft type:	Service ship - Patrol boat	Voyage type (certified):	
Port of departure:	ESTONIA - Tapurla	Port of destination:	ESTONIA - Tapurla
Ship operation:	Fishing - Fishing	Voyage segment:	
Ship's routeing:		Did the ship sink?:	No
Loss / damage to ship or equipment:		Cargo damage:	
Pollution (bunkers):		Poll. quantity/bunker:	
Pollution (cargo):		Poll. quantity/cargo:	
Place on board:	Ship - Pilot ladder and access		

Casualty Event

Occurrence with ship(s):	Contact - Fixed object at sea	Deviation (CE):	
Occurrence with person(s):			

Vessel

Ship / craft type:	Service ship - Pilot boat	Voyage type (certified):	
Port of departure:	ESTONIA - Tapurla	Port of destination:	ESTONIA - Tapurla
Ship operation:	Fishing - Gutting/handling/stowing fish	Voyage segment:	Arrival
Ship's routeing:		Did the ship sink?:	No
Loss / damage to ship or equipment:		Cargo damage:	
Pollution (bunkers):	No	Poll. quantity/bunker:	0.000
Pollution (cargo):	No	Poll. quantity/cargo:	0.000
Place on board:	Accommodation - Cabin space - passengers		

Casualty Event

Occurrence with ship(s):	Contact - Fixed object at sea	Deviation (CE):	
Occurrence with person(s):			

Impact on environment - details

Release of pollutants in the air:	No
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Figure 8 – Example dataset for anonymised notification (not investigated)

[Go Back](#)
[open in new tab](#)
[print](#)

Occurrence

Casualty Report Nr.:	2019/002366	Directive 2009/18:	Yes
State Reporting:	Spain	Competent authority:	Spain - CIAIM
Investigating state:	SPAIN		
Investigation Status:	Finished	Occurrence severity:	Very serious
Date of occurrence:	2018-03-08	Time (LT) of occurrence:	14:45
Latitude:	37°43.3' N	Longitude:	26°23.43' E
Coastal states aff.:	GREECE	Other int. States:	None/Register withdrawn
Nr. ships involved:		Sea area of occurrence:	Territorial sea
Port of accident:		National location:	
Lives lost Occurrence-Total:	0	People Injured Occurrence-Total:	5
Third party/other damage:		SAR intervention:	Yes
Missing people Occurrence - Total:			

Weather and environment - details

Wind force:	2 - Light Breeze - knot (4-6) m/s (2-3)	Sea state:	
Natural light:		Visibility:	
Weather conditions:			

Vessel

Ship / craft type:	Passenger ship - Passenger and general cargo - International	Voyage type (certified):	Coastal
Name of ship:	EUROPALINK	Flag State:	ITALY
IMO number:	9319454	MMSI nr.:	266456000
Gross tonnage:	46119	Year of build:	
Length overall:	218.8	Length between PP:	
Port of departure:	GREECE - Piraeus	Port of destination:	GREECE - Vathy
Ship operation:	Normal service - In passage - Non-displacement mode	Voyage segment:	Mid-water
Ship's routing:	Unknown	Did the ship sink?:	
Loss / damage to ship or equipment:		Cargo damage:	
Pollution (bunkers):	No	Poll. quantity/bunker:	0.000
Pollution (cargo):	No	Poll. quantity/cargo:	0.000
Place on board:	Engine department - Other		

Casualty Event

Occurrence with ship(s):	Fire/Explosion - Fire	Deviation (CE):	
Occurrence with person(s):			

Accident Event

Event type:	Human action
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Contributing Factor (CF)

CF coding:	Shore management - Operations management
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Accident Event

Event type:	Human action
-------------	--------------

Contributing Factor (CF)

CF coding:	Shore management - Operations management
------------	--

Contributing Factor (CF)

CF coding:	Shore management - Operations management
------------	--

Impact on environment - details

Release of pollutants in the air:	No
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Figure 9 – Example dataset for finished safety investigation

Click “**open in new tab**” to visualise the occurrence details in a new browser tab, “**print**” to get a printout of the occurrence, or “**Go back**” to return to the result page.

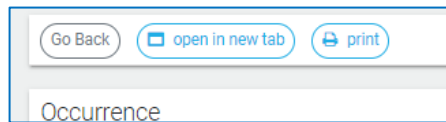


Figure 10 - Occurrence menu

4.3 Export data

Following a query execution, a public user can export a predefined dataset in .csv format, accordingly to the schema agreed with the MS.

For performance reasons, up to 5,000 occurrences can be exported in a single extraction.

Click “**Export xyz occurrences**” on the bottom of the filter tree to launch the workflow.

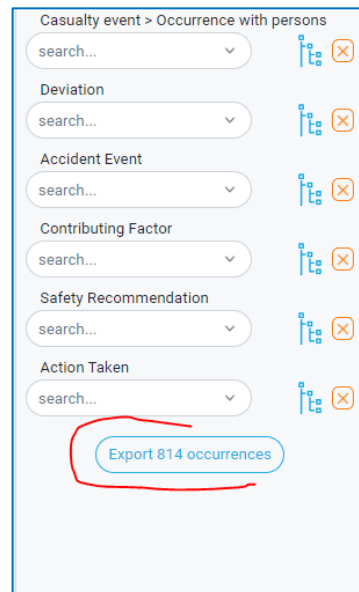


Figure 11 - Export button

Enter the user’s details, and click “**Send code**”. For ICT security, the tool may request a reCAPTCHA validation.

An email containing a verification code is sent to the mailbox:

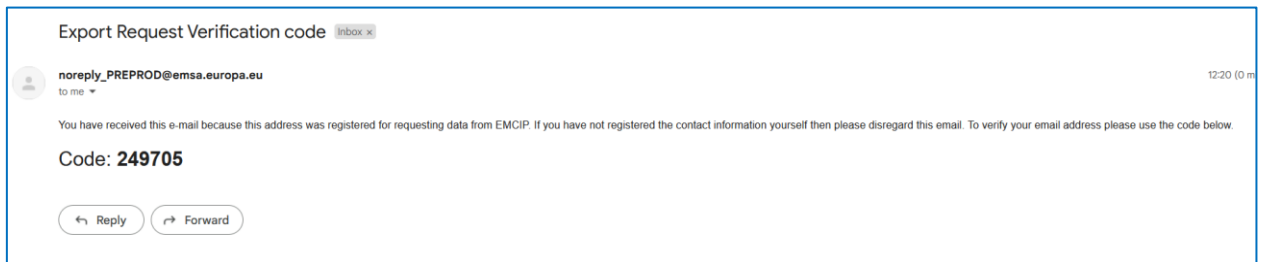


Figure 12 - Verification code

Enter the verification code on the EMCIP portal and click “Verify” or “Resend” if no email was received.

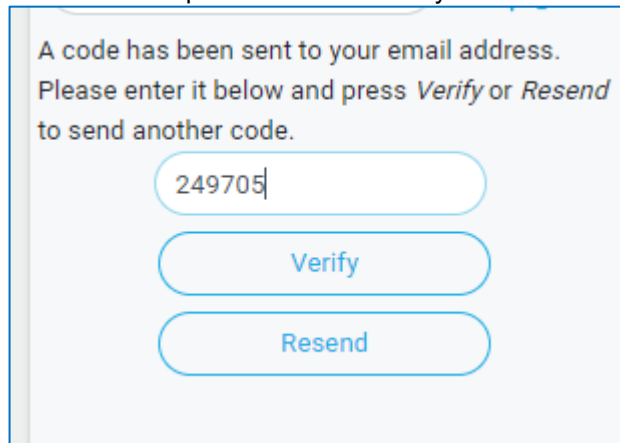


Figure 13 - Security code validation

EMCIP warns the user of the successful validation process.

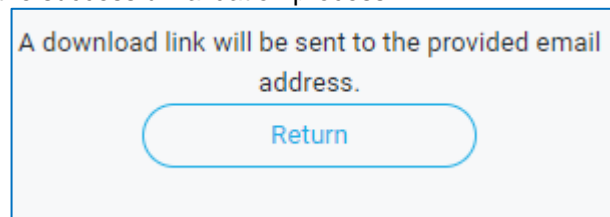


Figure 14 - Successful code validation

An email is sent to the mailbox with a link to download the dataset:

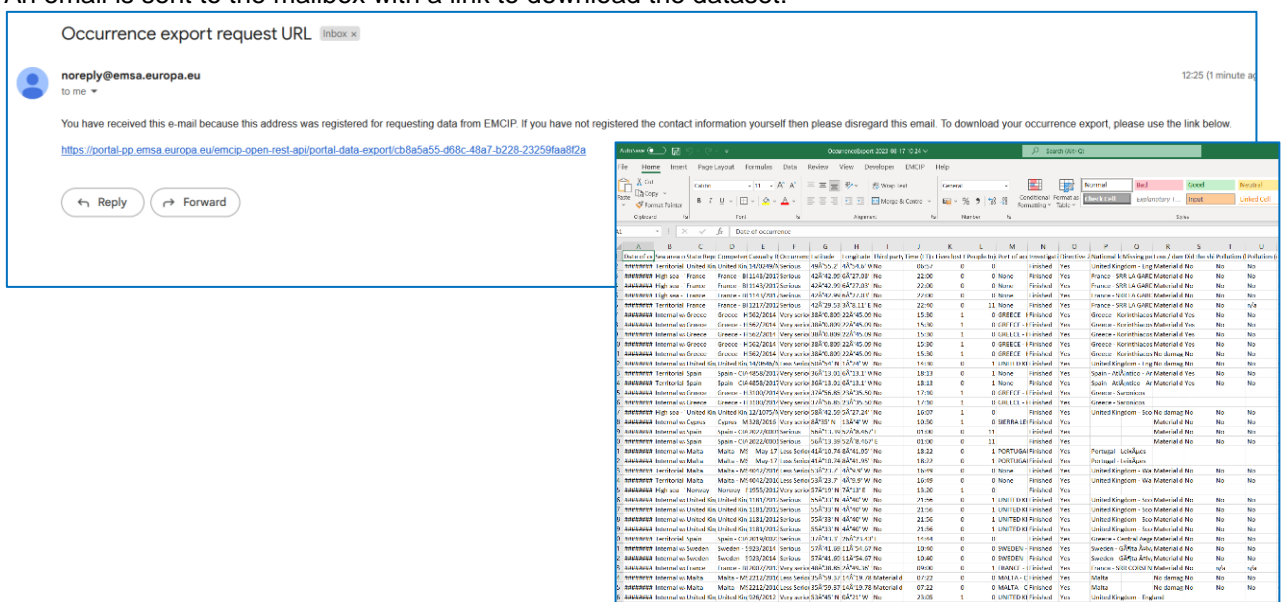


Figure 15 – Email with URL to export data and results

4.3.1 Export dataset

The predefined dataset is composed of the following attributes. It applies to any occurrence, either investigated or not:

Attributes	Description
Casualty Report Nr.	Unique reference of each occurrence in EMCIP
Competent authority	National competent Authority responsible for reporting in EMCIP
Date of occurrence	Date of the marine casualty/incident
Directive 2009/18	Indicates that the occurrence falls within the scope of AID (NOTE: only occurrences falling within the scope of AID are displayed in the public portal)
Investigation Status	It refers to the status of the safety investigation, if this has been launched by the competent authority (NOTE: for “notifications”, this value is “Not investigated”. For published safety investigations it reads “Finished”)
Latitude	Angular distance on the earth measured in degrees, minutes and centesimal of minute, North or South of Equator, to where the occurrence happened
Lives lost Occurrence - Total	The total number of people that lost their lives as a consequence of the marine casualty
Longitude	Angular distance on the earth measured in degrees, minutes and centesimal of minute, West or East of Greenwich meridian, where the occurrence happened
Missing people Occurrence – Tot	Number of missing people resulted in the occurrence
National location	National location of the occurrence (if relevant)
Occurrence severity	Classification of the severity of the occurrence. In case of more than one ships involved it is the more severe of the casualty severity for each ship
People injured Occurrence- Total	The total number of people that reported injuries as a consequence of the marine casualty
Port of accident	Port where the occurrence took place (if relevant)
Sea area of occurrence	The geographic area or the place where the casualty or incident occurred
State Reporting	EU-EEA State responsible for reporting in EMCIP
Third party/other damage	It answers to the question if there was material damage or personal injury/death caused outside of the ship as a consequence of a marine casualty.
Time (LT) of occurrence	Local time when the occurrence happened
Occurrence with ship(s)	Casualty or incident involving a ship. Occurrences with ship are unwanted events in which there was some kind of energy release with impact on people and/or ship and its cargo or environment (e.g. collision, grounding, fire etc.)
Occurrence with person(s)	The mode in which a person (crewmember, passenger or other person) was injured or killed e.g., following an occupational accident
Deviation	Last event deviating from normality and leading to the occupational accident
Cargo damage	Damage sustained to the ship's cargo
Did the ship sink?	Information if the ship sank or not. (NOTE: the answer “YES” to the question does not imply the loss of the ship)
Loss / damage to ship or equipment	Damage sustained by the ship or her equipment, including any kind of equipment breakdown
Place on board	Place(s) or compartment(s) on board the ship affected by the marine casualty or incident
Poll. quantity/bunker	The amount in tons of ship's bunkers released that polluted the marine environment as a consequence of a marine casualty
Poll. quantity/cargo	The amount in tons of ship's cargo released or lost that polluted the marine environment as a consequence of a marine casualty

Pollution (bunkers)	Marine pollution caused by the release of ship's bunkers as a consequence of a marine casualty
Pollution (cargo)	Marine pollution caused by the release or loss of ship's cargo as a consequence of a marine casualty
Port of departure	The last port visited by the ship before the ship casualty/incident
Port of destination	The port of call to which the ship had planned its voyage before the casualty
Ship / craft type	It is the classification of the ship or craft according to ship main general activity
Ship operation	The main activity(ies) that the ship was performing when the occurrence happened
Ship's routeing	Details the vessel traffic control measure applicable in the area where the casualty incident occurred where a traffic separation scheme is any system of one or more routes or routeing measures aimed at reducing the risk of casualties (e.g., deep-water route, traffic separation scheme etc.)
Voyage segment	Segment of the voyage at the time of the casualty/incident
Release of pollutant in the air	It indicates if there was atmospheric pollution as a consequence of a marine casualty

Figure 16 - Export dataset

5. Incident reporting tool for not registered users

5.1 Overview

The module allows unregistered users (e.g., ships' masters, agents, passengers etc.) to notify AIBs with factual information on marine casualty/incident using a web-based form. This enhancement is expected to achieve two goals:

- reducing the burden on AIB staff when populating EMCIP since part of the factual information will be filled in by an external entity.
- improving the notification flow to AIBs as per art.6, AID.

Depending on the user's preferences, the interested AIBs are notified via email or through a dedicated in-app visual "warning" when a new report is available.

The receiving organisation should follow up this report (e.g., evaluate the occurrence, assess its severity, edit it, decide whether to investigate, etc.) and submit the case in EMCIP as appropriate or, eventually, discarding it if not relevant.

The workflow foresees that a public user wishing to report an occurrence should:

- Go to the EMCIP portal (public) and use the dedicated widget to report an occurrence;
- Select the MS that should receive this initial information, i.e., the EU Flag State, the EU Coastal State or the EU Other Interested States;
- Fill in the personal details, e.g., name, email address and phone nr.;
- Enter the validation code received via email;
- Open the URL included in the email sent by the system, which opens the web reporting form;
- Enter the factual information concerning the marine casualty/incident, and;
- Save the reported data.

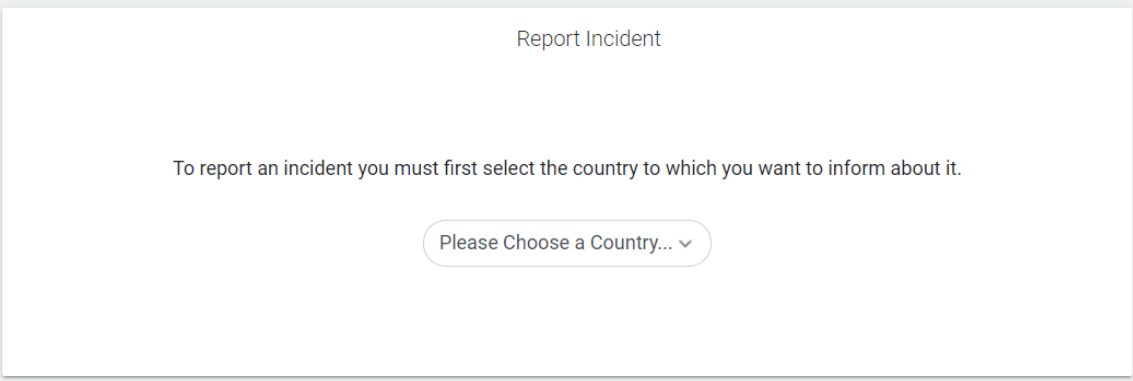
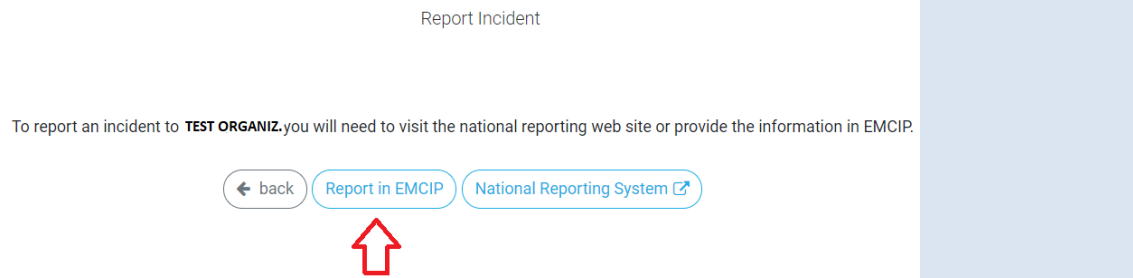
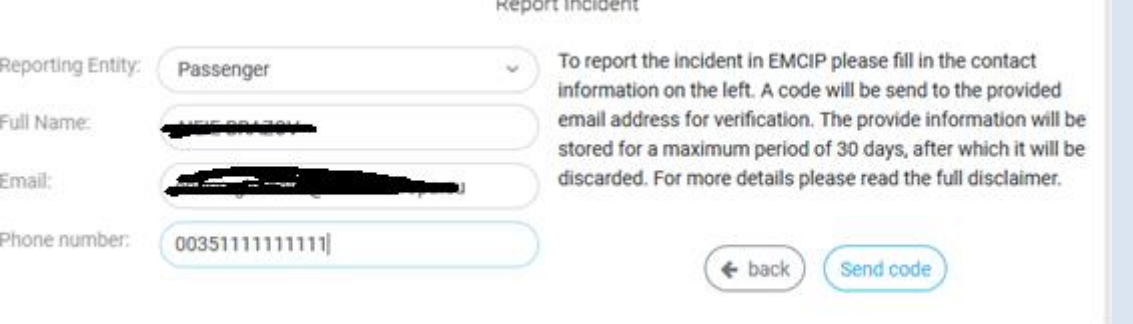
EMCIP notifies the concerned AIB that a new report has been saved, sending an acknowledgement to the initial reporter.

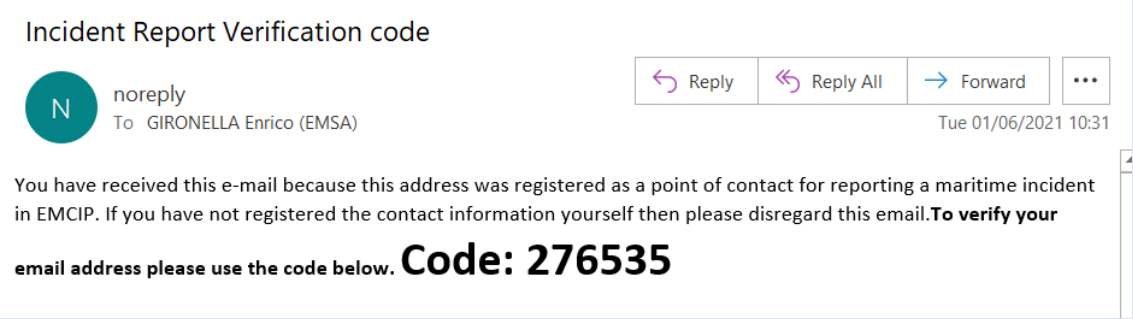
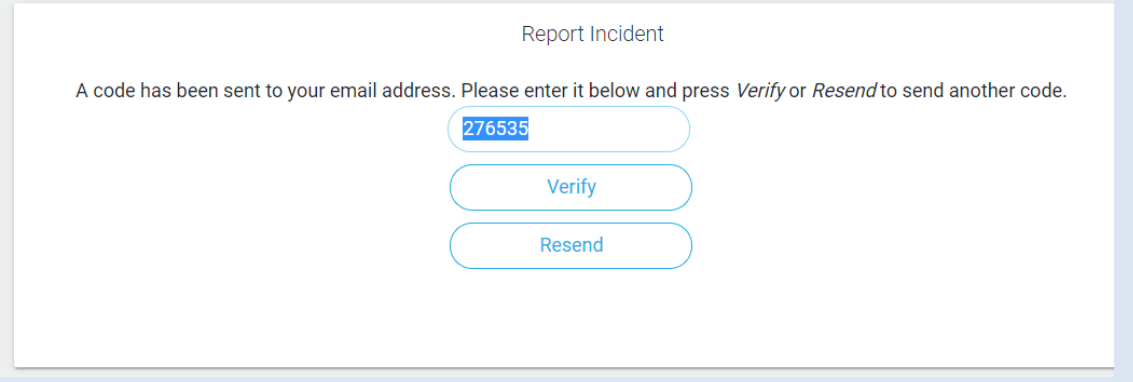
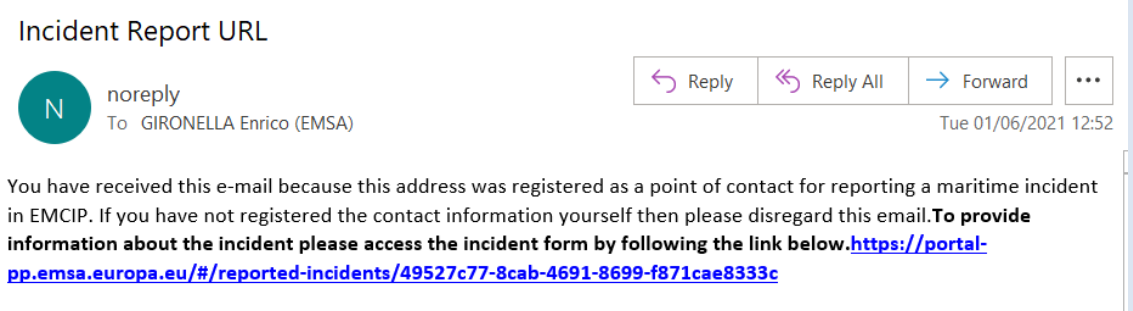
The competent authority can access the report from the dedicated EMCIP page.

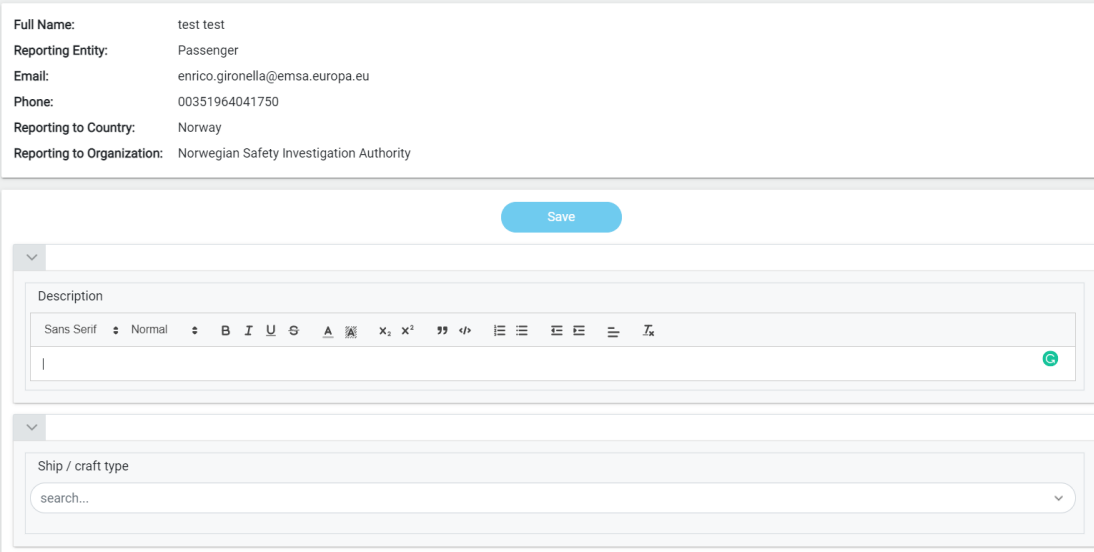

A basic statistical tool provides figures of the received cases, saved in EMCIP or discarded.

Since some MS may have in place a specific procedure for the reporting to AIB (art.6, AID), e.g., an official reporting form, the PCF has agreed that the tool will re-direct the public reporter to the AIB's corporate website (or another website) to proceed under the provisions of the national legislation.

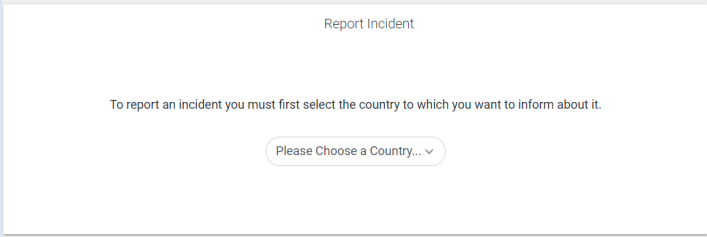
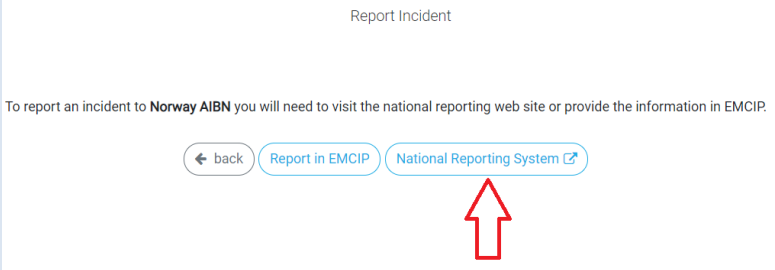
5.2 Option 1 (report to EMCIP)

Step	Who?	Task	Comment	Screenshot
1	Public user	Select the interested Country from the drop-list		
2	Public user	Select the option "Report in EMCIP"		
3	Public user	Enter the required personal data to launch the authentication process.	Personal data are automatically deleted from EMCIP after 60 days. For ICT security, the tool may request a reCAPTCHA validation.	

Step	Who?	Task	Comment	Screenshot
4	Public user	Check the selected mailbox for a verification code.		 <p>Incident Report Verification code</p> <p>noreply To GIRONELLA Enrico (EMSA)</p> <p>Tue 01/06/2021 10:31</p> <p>You have received this e-mail because this address was registered as a point of contact for reporting a maritime incident in EMCIP. If you have not registered the contact information yourself then please disregard this email.To verify your email address please use the code below. Code: 276535</p>
5	Public user	Enter the verification code in the reporting widget. Then click “verify”.	In case of delay > 2 minutes click “resend”	 <p>Report Incident</p> <p>A code has been sent to your email address. Please enter it below and press <i>Verify</i> or <i>Resend</i> to send another code.</p> <p>276535</p> <p>Verify</p> <p>Resend</p>
6	Public user	Check the selected mailbox for the reporting URL and click the link.		 <p>Incident Report URL</p> <p>noreply To GIRONELLA Enrico (EMSA)</p> <p>Tue 01/06/2021 12:52</p> <p>You have received this e-mail because this address was registered as a point of contact for reporting a maritime incident in EMCIP. If you have not registered the contact information yourself then please disregard this email.To provide information about the incident please access the incident form by following the link below.https://portal-pp.emsa.europa.eu/#/reported-incidents/49527c77-8cab-4691-8699-f871cae8333c</p>

Step	Who?	Task	Comment	Screenshot
7	Public user	Enter the accident factual information in the web form.	.	
8	Public user	The public reporter will receive an EMCIP acknowledgement concerning the report submission.	The reporter can copy/paste the link to edit the previously reported information.	
9	Competent Auth.	Check the notifications	Responsible for follow-up actions	

5.3 Option nr.2 (re-direction to a national website)

Step		Task	Comment	Screenshot
1	Public user	Select the interested Country from the drop-list		
2	Public user	Select the option “National reporting system”	Check that the website opens	

5.4 Reporting form dataset¹

Section	ID	Attribute name (from EMCIP taxonomy)	Definition (from EMCIP reporting guidelines)	Mandatory (M) / Optional (O)	Data format	List of values	Simplified label for the reporting form
General information on the accident	1	Description	Brief description of the occurrence/casualty. It is a short narrative of the occurrence also called summary or synopsis	M	Free text Up to 3,888 characters	n/a	Brief summary of the accident
	2	Date of occurrence	Date when the occurrence happened	M	Date	n/a	Date of accident
	3	Time (LT) of occurrence	Local time when the occurrence happened	O	Time	n/a	Time of accident (local time)
	4	Sea area of occurrence	The geographic area or the place where the casualty or incident occurred	M	Dropdown list	As per EMCIP taxonomy (TA-354-TCL) level 1 <ul style="list-style-type: none"> • Inland waters • Internal waters • Repair yard • Territorial sea • Open sea • Unknown 	Area of the accident
	5	Main sea area	The main sea areas where the occurrence happened	O	Dropdown list	Full list as per EMCIP taxonomy	Sea basin of the accident
Type of accident	6	Occurrence with ship	Casualty or incident involving a ship. Occurrences with ship are unwanted events in which there was some kind of energy release with impact on people and/or ship and its cargo or environment. The initial casualty will be the one that appears in the occurrence and it will	M	Dropdown list	As per EMCIP taxonomy (TA-520-TCL) lev.1 <ul style="list-style-type: none"> • Capsizing/Listing • Collision • Contact • Damage / loss of equipment 	Type of accident to ship

¹ The mandatory attributes are in RED

Section	ID	Attribute name (from EMCIP taxonomy)	Definition (from EMCIP reporting guidelines)	Mandatory (M) / Optional (O)	Data format	List of values	Simplified label for the reporting form
			be shown in first place in the investigation navigation tree			<ul style="list-style-type: none"> • Grounding/stranding • Fire/Explosion • Flooding/Foundering • Loss of control • Hull failure • Missing <p>Note: the value “Non-accidental event” will be excluded to ensure that reports are safety-related.</p>	
	7	Occurrence with person(s)	The mode in which a person (crewmember, passenger or another person) was injured or killed	O	Dropdown list	<p>As per EMCIP taxonomy (TA-522-TCL)</p> <ul style="list-style-type: none"> • Accident <p>Note: the values “Accid. not rel. to ship oper.”, “Illness”, “Suicide/homicide”, “Unknown” will be excluded to ensure that reports are safety-related.</p>	Type of accident to persons
Consequences to people	8	Lives lost – Crew-Casualty	The number of crew members that lost their lives. It includes dead and missing people	O	Number	n/a	Lives lost – Crew
	9	Lives lost – Passengers - Casualty	The number of passengers that lost their lives. It includes dead and missing people	O	Number	n/a	Lives lost – Passengers
	10	Lives lost – Other - Casualty	The number of other people that lost their lives. It includes dead and missing people	O	Number	n/a	Lives lost – Other
	11	People injured – Crew - Casualty	The number of crew member that resulted injured.	O	Number	n/a	People injured – Crew

Section	ID	Attribute name (from EMCIP taxonomy)	Definition (from EMCIP reporting guidelines)	Mandatory (M) / Optional (O)	Data format	List of values	Simplified label for the reporting form
	12	People injured – Passenger – Casualty	The number of passengers that resulted injured.	O	Number	n/a	People injured – Passenger
	13	People injured – Other - Casualty	The number of other people that resulted injured.	O	Number	n/a	People injured – Other
Consequences to ship	14	Loss / damage to ship or equipment	Damage sustained by the ship or her equipment, including any kind of equipment breakdown	O	Dropdown list	As per EMCIP taxonomy (TA-13-TCL) level 1 <ul style="list-style-type: none"> • Material damage • No damage • Loss of ship Minor damage (less than material damage)	Damage to ship
	15	Cargo damage	Damage sustained to the ship's cargo	O	Dropdown list	As per EMCIP taxonomy (TA-4229-TCL) <ul style="list-style-type: none"> • Yes • No Unknown	Damage to cargo
Consequences to environment	16	Pollution (Bunker)	Marine pollution caused by the release of ship's bunkers as a consequence of a marine casualty	O	Dropdown list	As per EMCIP taxonomy (TA-17-TCL) <ul style="list-style-type: none"> • Yes • No • Unknown 	Marine pollution due to bunker
	17	Pollution (Cargo)	Marine pollution caused by the release or loss of ship's cargo as a consequence of a marine casualty.	O	Dropdown list	As per EMCIP taxonomy (TA-18-TCL) <ul style="list-style-type: none"> • Yes 	Marine pollution due to bunker cargo

Section	ID	Attribute name (from EMCIP taxonomy)	Definition (from EMCIP reporting guidelines)	Mandatory (M) / Optional (O)	Data format	List of values	Simplified label for the reporting form
						<ul style="list-style-type: none"> • No • Unknown 	
	18	Release of pollutants in the air	Answer to the question if there was release of gases or other pollutants in the air as a consequence of the casualty or accident.	O	Dropdown list	As per EMCIP taxonomy (TA-343-TCL) <ul style="list-style-type: none"> • Yes • No • Unknown 	Air pollution
Ships' particulars	19	Ship / craft type	It is the classification of the ship or craft according to ship main general activity.	O	Dropdown list	As per EMCIP taxonomy (TA-490-TCL) lev.1 <ul style="list-style-type: none"> • Cargo ship • Fishing vessel • Fixed offshore drilling units • Passenger ship • Recreational craft • Service ship • Inland waterway vessel • Navy ship • Submersible • Unknown WIG	Type of ship
	20	Flag State	Flag State refers to the flag of the State that the ship was entitled to fly when the marine casualty or incident occurred	O	Dropdown list	Full list as per EMCIP taxonomy	Flag State
	21	Name of ship	The name of the ship at the time of the casualty/incident	M	Free text	n/a	Name of ship

Section	ID	Attribute name (from EMCIP taxonomy)	Definition (from EMCIP reporting guidelines)	Mandatory (M) / Optional (O)	Data format	List of values	Simplified label for the reporting form
	22	IMO number	Number assigned according to the IMO ship identification number scheme	O	7-digits (same validation rules as in EMCIP)	n/a	IMO number
	23	Call sign	The International Radio Call Sign assigned to the ship on the basis of its flag at the time of the marine casualty or incident	O	5 characters (same validation rules as in EMCIP)	n/a	Call sign
	24	Registry number	The national registry number is the distinctive letters/numbers that can identify the ship, e.g. the number of the national registry, fishing number	O	Free text	n/a	Registry number
Attached files	25	Other attachments	Several other files can be uploaded into this box except the investigation reports files (full, simplified or interim reports).	O	Pdf, MS word, jpeg, mov...	n/a	Upload files (videos, pictures, documents etc.)

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