

MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

Business Plan 2011-12

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Department for
Transport

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1. Introduction

- 1.1 The MAIB contributes to improving safety at sea by determining the causes and circumstances of marine accidents, and working with others to reduce the likelihood of such accidents recurring in the future.
- 1.2 The MAIB Business Plan defines the aims of the Branch for the coming financial year 2011-12.

2. Role

- 2.1 The MAIB is an independent unit within the Department for Transport, deriving its authority to investigate accidents from the appointment of its specialist staff as Inspectors under section 267 of the Merchant Shipping Act 1995. This authority stems from section 292 of the same Act.
- 2.2 The legislative framework under which the MAIB operates is provided in The Merchant Shipping (Accident Reporting and Investigation) Regulations 2005. These Regulations, due to be amended in 2011 to bring into force EU Directive 2009/18/EC, specify the purpose of investigations, make provision for their scope and conduct, define the accidents and hazardous incidents which may be investigated, and set out the requirements for reporting accidents and the publication of reports and summaries.
- 2.3 The MAIB uses established risk management processes in the conduct of all aspects of its work.

3. Aims

1. To improve safety at sea by:
 - Carrying out investigations to determine the causes and circumstances of accidents.
 - Making recommendations to reduce the likelihood of such causes and circumstances recurring in the future.
 - Increasing awareness of how accidents happen, through initiatives aimed at the seafarer and maritime organisations, so as to encourage better and safer ship operation.
 - Improving national and international co-operation in marine accident investigations.
2. To satisfy the public in general, and the maritime community in particular, that marine accidents are being properly investigated in an efficient and timely manner.
3. To fulfil current international obligations to the International Maritime Organization (IMO), and prepare for the introduction of new requirements from the European Commission. The updated IMO “Casualty Investigation Code”¹ contains both mandatory and advisory requirements while the European Directive that covers marine accident investigation came into force in June 2009, and must be transposed into UK law by June 2011.

¹ Code for the Investigation of Marine Casualties and Incidents adopted in November 1997 by the International Maritime Organization, by resolution A.849(20).

4. MAIB Objectives

The main focus of MAIB's efforts will continue to be to conduct accident investigations of the highest standard in order to achieve aims set out in Section 3. In addition, in 2011/12, the following specific objectives have been identified by the MAIB Management Team:

1. To manage the resources and people of the Branch effectively and efficiently during the implementation of Spending Review savings measures, without compromising its operational capability.
2. To introduce new Regulations that transpose EU Directive 2009/18/EC, and to reflect the updated IMO Casualty Investigation Code no later than 17 June 2011.
3. To complete the replacement of the existing Marine Incident Database System with an efficient and cost effective system that will reflect modern accident investigation processes and fulfil the UK's data provision obligations to the European Commission and IMO.

5. Activity

Investigation Process

- 5.1 The MAIB receives between 1,500 and 2,000 reports of accidents and incidents each year. The simplified schematic on page 9 shows the sequence of events involved in investigating an accident. The process of beginning an investigation has been altered as a consequence of the requirement to align with the requirements of EU Directive 2009/18/EC (the Directive).
- 5.2 Very Serious Marine Casualties (VSMC) as defined by the Directive must be investigated. A VSMC is defined as an accident where a vessel has been lost, or there is a fatality, or there has been substantial environmental damage. A team is deployed, evidence is gathered and interviews are conducted so that Inspectors can gain an understanding of the causes of the accident or incident. An investigation must also be considered when a Serious Marine Casualty² has taken place and any deployment will follow the same pattern.
- 5.3 After initial analysis, the findings of any deployment are presented to the Chief Inspector at a Branch Review, when the details are discussed and decisions made about the scope of the investigation and the resulting report. Further work may then be undertaken and recommendations formulated where necessary. Before publication, reports are subject to a statutory consultation process.
- 5.4 Other investigations usually take the form of Administrative Enquiries which comprise the gathering of evidence in correspondence and the recording of details on the MAIB database.

² A Serious Marine Casualty is an event or sequence of events that has resulted in any of the following and has occurred directly in connection with the operation of a ship but which do not qualify as a very serious casualty:

- (i) the immobilization of the main engines,
- (ii) extensive accommodation damage,
- (iii) severe structural damage including penetration of the hull under water rendering the ship unfit to proceed,
- (iv) pollution,
- (v) a breakdown that necessitates towage or shore assistance;

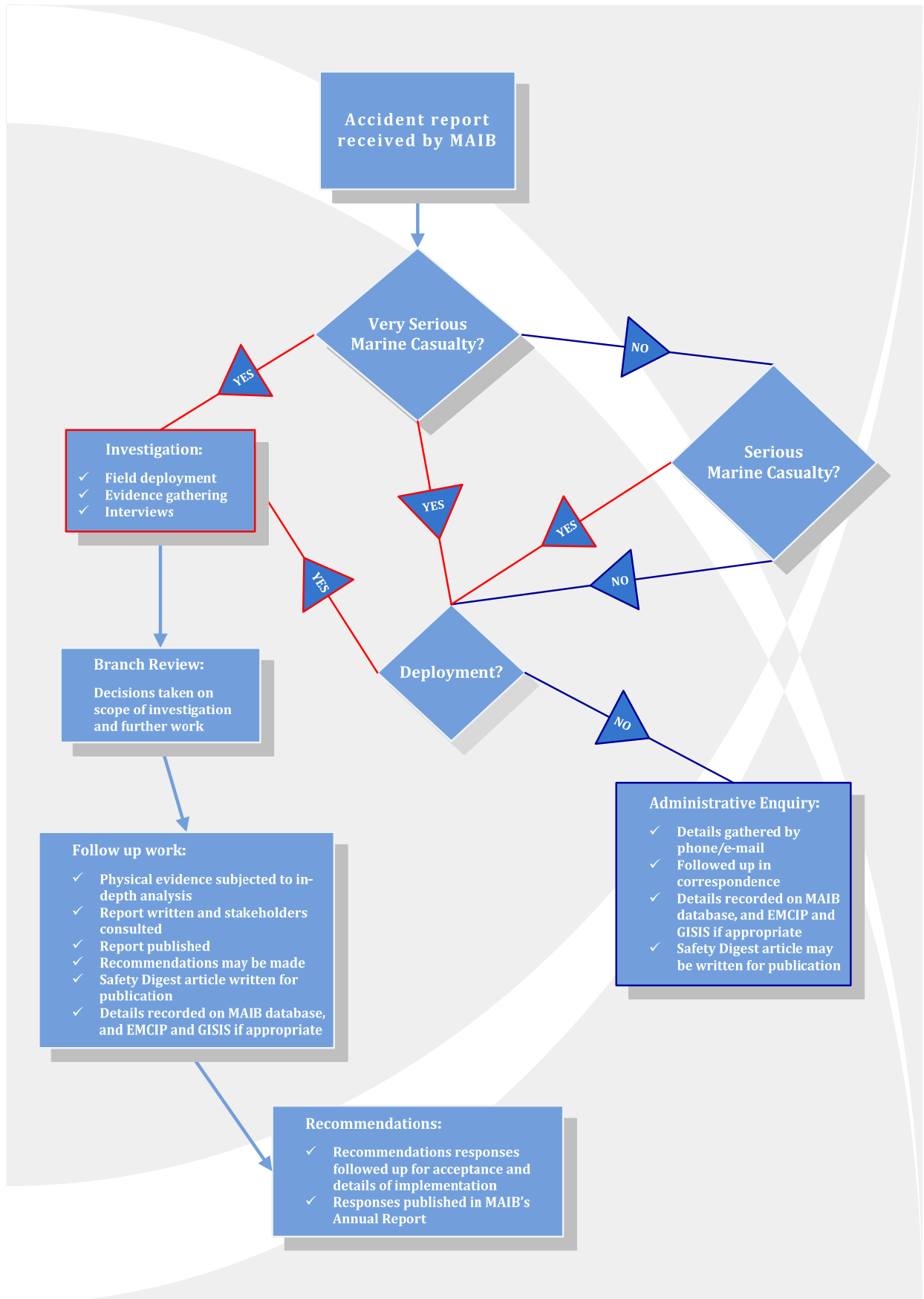
- 5.5 Accident details will also be forwarded to European Marine Casualty Information Platform (EMCIP) and IMO's GISIS database, in accordance with the requirements of the Directive and the IMO Code.

Recommendations

- 5.6 Recommendations made as a result of its investigations are monitored by the MAIB through its closed-loop reporting system. Those who receive the recommendations are required not only to tell the MAIB whether they have accepted them, but also to give details of their implementation.
- 5.7 Much work is done in the course of investigations to identify the most appropriate bodies to which recommendations should be made. The MAIB takes advice from industry stakeholders to ensure that recommendations are proportionate and relevant.

Promulgation of Safety Lessons

- 5.8 A key facet of the MAIB's work is the promulgation of lessons to be learned identified in its investigations. Importance is attached to identifying the optimum means for disseminating these messages most effectively.
- 5.9 **Safety Bulletins** are used as a means of promulgating urgent safety recommendations.
- 5.10 **Investigation Reports** are targeted at those groups within the marine industry who are most likely to benefit from their content, and are written in a style and format considered most suited to the intended reader. Where appropriate, these are accompanied by *Accident Flyers* - very short summaries that can be distributed quickly and easily to those who would benefit.



- 5.11 **Safety Digests** are produced every six months and contain anonymised articles based on investigations and administrative enquiries, with an emphasis on the lessons to be learned. Specialised fishing vessel and leisure craft editions are also produced on an occasional basis.
- 5.12 An **Annual Report** is produced providing a comprehensive set of accident statistics derived from the MAIB database, and a register of recommendations made during the year and the responses made to them.
- 5.13 MAIB's **website** - www.maib.gov.uk - is an independent, up-to-the-minute resource. It delivers the Branch's printed output in electronic and searchable format, as well as communicating news and other information about the work of the Branch.

Presentations and Exhibitions

- 5.14 A programme of presentations by MAIB staff to relevant organisations will be delivered. This will include a structured tour of nautical and fishing colleges, the police and fire services, insurers, maritime trade organisations, and leisure craft organisations. The Chief Inspector and Deputy Chief Inspector will give presentations to high-level conferences in several marine industry sectors.

International Work

- 5.15 The MAIB will continue to maintain a close working relationship with the European Maritime Safety Agency (EMSA) using its experience and expertise to help develop consistent and high quality marine accident investigation across the EU.
- 5.16 The MAIB is a member of the EMSA Consultative Technical Group (CTG) and will participate in the EU's Permanent Co-operation Framework when this becomes established in 2011.

- 5.17 The MAIB will continue to take a leading role in the Marine Accident Investigators' International Forum (MAIIF) and its European sub-forum E-MAIIF.
- 5.18 The MAIB will continue to offer training for accident investigation practitioners in EU, MAIIF and IMO member states. This will cover the recovery and analysis of evidence obtained from Voyage Data Recorders (VDRs) and other electronic recording devices.
- 5.19 The MAIB will continue working with the IMO where the performance standards for voyage data recorders are currently under review. The new performance standard is being based on a draft document produced by the MAIB and Germany, and will be finalised at the IMO's Sub-Committee on Safety of Navigation (NAV) meeting in June 2011.
- 5.20 The MAIB is an active member of the UK delegation at the Flag State Implementation Committee at IMO and sits on the Casualty Analysis Working Group. This group distils lessons drawn from the analyses of accident investigations so that they can be put before the relevant IMO sub-committees in an effective manner. The Committee met in February 2011 and the next meeting will be held in 2012, but the committee is active throughout the year via its correspondence group.

Technical Developments

- 5.21 The Marine Accident Data Analysis Suite (MADAS) will continue to be developed in cooperation with the National Transportation Safety Board of the USA. This has become the industry standard platform for marine electronic evidence analysis.

Training and Development

- 5.22 MAIB Inspectors are required to develop and maintain an extensive suite of professional skills. The Branch has developed an accreditation scheme comprising theoretical and practical modules covering all aspects of marine accident investigation. All MAIB Inspectors are expected to successfully complete the accreditation scheme – a process that is normally achieved within two years.

5.23 The Branch is continuing to maintain its training and development programme for all staff for job-specific skills as well as personal development. The MAIB has held Investors in People accreditation since 1996 and was successfully re-assessed in March 2010.

6. AIB Joint Initiatives

6.1 Under the auspices of the Board of Transport Accident Investigators, the MAIB has agreed with the Air Accidents Investigation Branch and the Rail Accident Investigation Branch the following joint initiatives to take advantage of synergies between them:

1. Continue to develop common processes and practices for accident investigation.
2. Share technical facilities, equipment and expertise where appropriate in order to improve efficiency and effectiveness.
3. Use and continue to develop joint accident investigation training for new and established Inspectors.
4. Maintain and further develop the AIBs' websites.
5. Share resources and expertise in staff recruitment, career progression and personal development.
6. The Board of Transport Accident Investigators will continue to meet regularly to identify opportunities to identify synergies, share best practice and develop efficient use of resources between the three Branches.

7. Finance

7.1 MAIB is funded primarily from the DfT's programme budget. Where services are provided to other countries or international organisations those costs will be recovered. The budgets for the 3 years of this Business Plan are shown in the table below, together with the budget for 2010/11.

7.2 The Government announced its Spending Review on 20 October 2010. The MAIB plans to reduce its outgoings by around 18% by 2014-15. The key elements are:

- Staff reductions are intended to take place through natural wastage. As well as some planned retirements, the DfT's 2011 voluntary exit scheme is available to MAIB staff. Although there are no specific headcount targets, it is envisaged that staff numbers will have reduced to 33 by the end of 2014-15.
- The investigation expenses budget is being reduced by £80,000. Operational activities should not be affected, although contingency funding from DfT is available should a major accident require substantial expenditure during its investigation.
- The number of Safety Digests produced each year is being reduced from three to two.
- The MAIB's presence at the annual "Fishing" exhibition in Glasgow has been suspended.

	2010/11	Year 1 2011/12	Year 2 2012/13	Year 3 2013/14
Budget	£k	£k	£k	£k
Pay	2970	2578	2551	2563
Non-Pay	1203	1054	1078	1102
Total	4173	3632	3629*	3665*

* To be confirmed