



# **Business Plan 2009-10**

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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 2009-10.

# 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 by in The Merchant Shipping (Accident Reporting and Investigation) Regulations 2005. These Regulations 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 the requirements of international conventions to conduct investigations into marine accidents and to supply the International Maritime Organization (IMO), and when required the European Maritime Safety Agency (EMSA), with pertinent information about such investigations.

## 4. MAIB Objectives

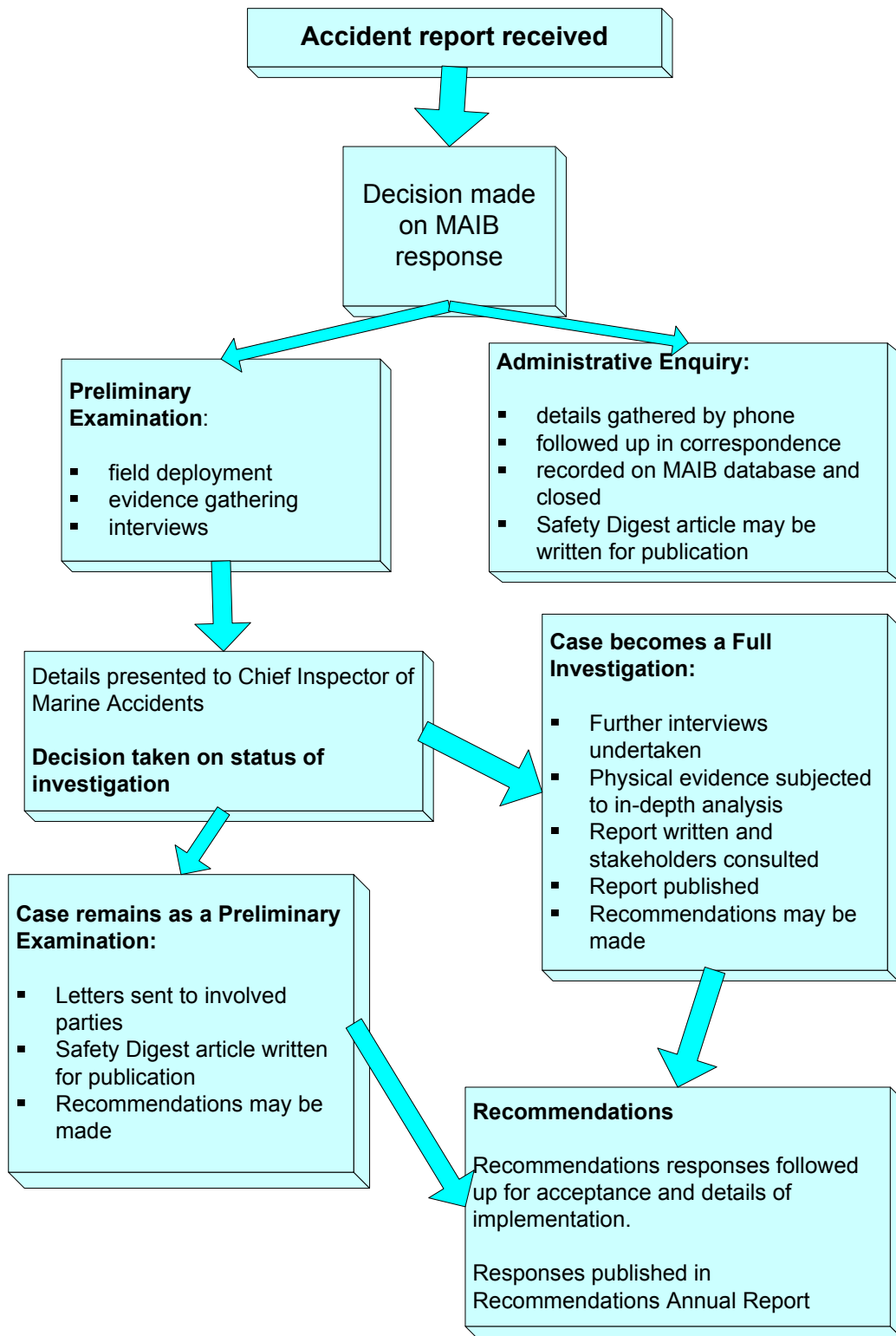
The main focus of MAIB's efforts will continue to be to conduct accident investigations of the highest standard in order to achieve aims set out in Section 3. In addition, in 2009/10, the following specific objectives have been identified by the MAIB Management Team:

1. To relocate MAIB's headquarters to its new location in Mountbatten House, Southampton, while ensuring full continuity of operational service.
2. To develop new Regulations following the scheduled introduction of an EU Directive to be applied to marine accident investigation.
3. To develop a new database that will replace the existing Marine Incident Database System with a system that will reflect modern accident investigation processes and fulfil the UK's data provision obligations to EMSA.
4. To work with EMSA and other European member states in developing the practical application the forthcoming EU Directive on marine accident investigation.
5. To substantially increase the data analysis capabilities of the MAIB as part of a new, security accredited network which will also provide increased office and on-site access to resources.
6. To assist Red Ensign Group members to develop the means to comply with the IMO, and where appropriate, EU requirements for the provision of a marine accident investigation function.

## 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 7 shows the sequence of events involved in investigating an accident.
- 5.2 If initial reports suggest that an accident investigation may result in important safety issues being identified, then a team will be deployed to the scene. Evidence is gathered and interviews are conducted so that Inspectors can gain an understanding of the causes of the accident or incident.
- 5.3 After initial analysis, the findings are presented to the Chief Inspector, who makes a decision as to whether the investigation should proceed to a Full Investigation. This will result in an individually published report containing safety recommendations where appropriate, following a comprehensive investigative and consultation process, defined by Regulation.
- 5.4 If it is decided by the Chief Inspector that sufficient information has already been acquired, and that a full investigation is not appropriate, the investigation will remain as a Preliminary Examination which will result in a brief statement of findings and actions, and in some cases the making of formal recommendations, that is published on the MAIB website. These will also provide the basis for anonymised Safety Digest reports.
- 5.5 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.



## Publication

- 5.6 **Safety Bulletins** are used as a means of promulgating urgent safety recommendations.
- 5.7 **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.
- 5.8 **Safety Digests** are produced three times each year and contain anonymised articles based on investigations and administrative enquiries, with an emphasis on the lessons to be learned. Specialist fishing vessel and leisure craft editions are also produced on an occasional basis.
- 5.9 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.
- 5.10 MAIB's **website** - [www.maib.gov.uk](http://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.

## Promulgation of Safety Lessons

- 5.11 A programme of presentations by MAIB staff to relevant organisations will be delivered, to include nautical and fishing colleges, the police and fire services, insurers, maritime trade organisations, and leisure craft organisations.
- 5.12 MAIB will continue to exhibit at the annual "Fishing" exhibition in Glasgow - in 2009 running from 14-16 May - which provides an excellent opportunity to meet and discuss safety issues with fishing skippers and crews.

## Recommendations

- 5.13 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.

## **International Work**

- 5.14 The MAIB will continue to maintain a close working relationship with the European Maritime Safety Agency (EMSA) using its experience and expertise to help establish consistent and high quality marine accident investigation across the EU.
- 5.15 The MAIB will continue to take a leading role in the development of the profile of the Marine Accident Investigators' International Forum (MAIIF) following the establishment of a permanent secretariat, and in moves towards gaining formal recognition at IMO. The European section of MAIIF is further developing its role with MAIB's involvement.
- 5.16 The MAIB will continue to take a leading role in delivering training for accident investigation practitioners in EU, MAIIF and IMO member states. This covers general investigation processes and techniques, as well as specific training in the use of Voyage Data Recorders (VDRs).
- 5.17 The MAIB is currently under contract to EMSA to provide technical support to all EU countries and will be hosting another VDR Training and Coaching Seminar in the Autumn of 2009. The contract will expire at the end of 2009.

## **Technical Developments**

- 5.18 The Marine Accident Data Analysis Suite will continue to be developed in cooperation with the National Transportation Safety Board of the USA. This enables investigators to play back VDR data that has been interfaced with other electronic media such as electronic charts and shorebased radar, resulting in a better understanding of the events leading up to accidents. Developments planned for 2009 will significantly enhance the Branch's ability to integrate data onto a single display.
- 5.19 The MAIB will continue to work with the IMO and the International Electrotechnical Commission (IEC) to introduce changes to the performance standard for VDRs, so that data will be more accessible to accident investigators when they are on board vessels.
- 5.20 Work will continue towards replacing the Marine Incident Database System (MIDS) which has been in use since 2001 and is reaching the end of its useful life. The new system will enhance MAIB's ability to process marine accident data and will enable MAIB to comply with its obligations to provide data for the European Maritime Safety Agency's database once the European Directive on marine accident investigation comes into effect.

## **Training and Development**

- 5.21 MAIB Inspectors are required to develop and maintain the full range of professional skills. The Branch has developed a specialised learning system of theoretical and practical modules covering all aspects of the work; this leads to Inspectors being formally accredited.
- 5.22 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 will be preparing for its next re-assessment which is scheduled for the early part of 2010.

## **Accommodation**

- 5.23 The MAIB will be relocating its Southampton headquarters in the Summer of 2009. It will be leaving Carlton House, its base since 1997, for Mountbatten House in Grosvenor Square, Southampton.
- 5.24 The changing requirements of a modern accident investigation organisation will be met by more modern facilities and the ability to deal with and accommodate the UK's international obligations.

## 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.
6. The Board of Transport Accident Investigators will continue to meet regularly to identify opportunities to 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 three years of this Business Plan are shown in the table below.
- 7.2 The additional sums in 2009/10 reflect expenditure on the MAIB's office relocation.

	09/10	10/11	11/12
<b>Staffing Requirements</b>	<b>Full-time equivalent</b>		
Number of permanent staff	39.7	39.7	39.7
<b>Budget</b>	<b>£k</b>	<b>£k</b>	<b>£k</b>
Pay	3032	3107	3185
Non-Pay	1310	1066	1090
Receipts (projected)	-70	-70	-70
<b>Programme Total</b>	<b>4272</b>	<b>4103</b>	<b>4205</b>
Capital expenditure	823	-	-