MARITIME

Shipping



MMM

Baltic Marine Environment Protection Commission

# Shipping accidents in the Baltic Sea 2020





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### 1. Introduction

Annual reports on shipping accidents in the Baltic Sea area have been compiled by HELCOM since 2000. According to an agreed procedure all accidents were reported irrespectively if there was pollution or not. This includes accidents which involved tanker ships over 150 gross tonnage (GT) and/or other ships over 400 GT, both in territorial seas or Exclusive Economic Zone (EEZ) of the HELCOM Contracting States. Accident types cover i.e. groundings, collisions (striking or being struck by another ship), contacts with fixed or floating objects, pollution accidents (e.g. during fuel transfer) and other types of accidents like fires and explosions, machinery damage and capsizing.

Since 2000, new reporting formats were adjusted to collect shipping accidents data from HELCOM Contracting Parties. The first adjustment was taken into use in 2004, meaning that the data collected before 2004 is thus not fully comparable with the data collected in 2004 and subsequent years. In 2012 the HELCOM reporting format was again modified in order to harmonize with reporting formats for incidents of the International Maritime Organization (IMO) and the European Maritime Safety Agency (EMSA). Some further fine-tuning was also made to the reporting in 2013. The latest adjustment is from 2019: following the request from the Contracting Parties of the Helsinki Convention, the HELCOM Secretariat took contact with the European Maritime Safety Agency (EMSA) to obtain access to the European Marine Casualty Information Platform (EMCIP) database. This report and future HELCOM reports on shipping accidents will be compiled based on the data collected by EMSA and stored in the EMCIP database, as well as shipping accidents reported directly by Russia and based on the Guideline for filling-in the HELCOM Reporting Format on Shipping Accidents (cf. Annex 1). Although the HELCOM Secretariat is still collecting data of accidents occurring in Russian waters, no accidents were reported for 2020. It is important to take note of the reporting adjustments in the data collection process to avoid misunderstanding when comparing the historical data.

This report focuses on the shipping accidents data collected for the year 2020 as well as for the longer period since 2004<sup>1</sup>. This report has the same structure with updated figures from previous reports, such as the report published in 2018 on shipping accidents in the Baltic Sea Region from 2014 to 2017<sup>2</sup>, the report on shipping accidents in 2018<sup>3</sup> and the report on shipping accidents in 2019<sup>4</sup>.

The data used for this report is made available on the HELCOM Map and Data Portal<sup>5</sup>. However ship identification data is not made publicly available.

<sup>&</sup>lt;sup>1</sup> A major revision of the shipping accidents database of Denmark, maintained by the Danish Maritime Agency, took place in 2013. Denmark has informed that the accidents data of the old database and of the new database can both be considered valid. However, due to the differences in the content and structure of the two databases, care should be taken when presenting regional information on accidents which include Danish data both from the old (before 2009) and new (after 2010) databases. For example, this is the case in the southwestern Baltic Sea, where the relative influence of data from Denmark to overall trends is higher. However, based on HELCOM Secretariat comparisons between regional datasets including either old or new Danish data for the years 2010-2012, the effect of the revision on regional trends can be considered minor Baltic wide, but also within all sub-regions.

<sup>&</sup>lt;sup>2</sup> HELCOM 2018. Report on shipping accidents in the Baltic Sea from 2014 to 2017. Available at

http://www.helcom.fi/Lists/Publications/Report%20on%20shipping%20accidents%20in%20the%20Baltic%20Sea%20from%202014%20to%202014.pdf

<sup>&</sup>lt;sup>3</sup> HELCOM 2020. Report on shipping accidents in the Baltic Sea 2018. Available at <u>https://helcom.fi/media/publications/Ship-accidents-in-the-Baltic-Sea-2018.pdf</u>

<sup>&</sup>lt;sup>4</sup> HELCOM 2020. Report on shipping accidents in the Baltic Sea 2019. Available at <u>https://helcom.fi/media/publications/HELCOM-report-on-Shipping-accidents-in-the-Baltic-Sea-2019-211207-FINAL.pdf</u>

<sup>&</sup>lt;sup>5</sup> HELCOM Map and Data Portal, available at <u>https://maps.helcom.fi/website/mapservice/</u>

## 2. Ship traffic in the Baltic Sea

To get a full picture of the shipping safety in the Baltic Sea, basic information on the intensity of shipping is of importance. IMO regulations (i.e. SOLAS) require Automatic Identification System (AIS) transponders to be fitted on board all ships of 300 GT and above engaged in international voyages, cargo ships of 500 GT and above not engaged in international voyages, as well as all IMO registered passenger ships irrespective of size. The AIS enables the identification of the name, position, course, speed, draught and ship types.

In the Baltic Sea area movements of ships are gathered in the regional HELCOM AIS network and database launched in 2005. The intensity of traffic based on the HELCOM AIS data is illustrated in Figure 1.



Figure 1. Traffic intensity in the Baltic Sea Region in 2020.

The ship movements can also be illustrated by the number of ships crossing the pre-defined statistical lines as presented in Figure 2 (according to the ship types).



Figure 2. Location of the predefined crossing lines.

The HELCOM Secretariat is producing the figures regarding the number of ships crossing predefined based on the HELCOM AIS data. More information and the scripts can be found on the HELCOM GitHub page (<u>https://github.com/helcomsecretariat</u>). The data is also available on the <u>HELCOM Map and Data Service</u>.

The Figures on the two next pages are illustrating the number of ships crossing each line.



Figure 3. Number of ships crossing predefined passage lines based on HELCOM AIS data.

The results of analysing the HELCOM AIS highlighted that in 2020 the IMO-registered fleet was by far represented by cargo ships with more than 3900 ships operating in the Baltic Sea (about 46,6% of the total fleet). Tanker ships represented 23% of fleet with almost 2000 vessels. Passenger ships were equal to 4,4% of the fleet (371 vessels) but they were involved in almost half of the port visits in the Baltic Sea Region (47,2% with 154 898 visits<sup>6</sup>). This is mainly due to frequent connections between cities in the region (HELCOM, 2018)<sup>7</sup>. The dominance of the cargo ships in the Baltic Sea Region can also be represented with the distance sailed in the Baltic Sea area (cf. Figure 4 below).



Figure 4. Distance sailed in the Baltic Sea per ship type. Monthly figures from July January 2011 to December 2020 based on HELCOM AIS data.

<sup>&</sup>lt;sup>6</sup> A visit is defined as a stop in a port for at least 10 minutes (HELCOM, 2018. See full reference below, footnote n°7)

<sup>&</sup>lt;sup>7</sup> HELCOM 2018. HELCOM Assessment on maritime activities in the Baltic Sea 2018. Baltic Sea Environment Proceedings No.152. Helsinki Commission, Helsinki. 253pp. Available at http://helcom.fi/Lists/Publications/BSEP152.pdf

### 3. Overview of accidents in the Baltic Sea

A total of 251 validated shipping accidents occurred in the Baltic Sea area and were reported to the EMCIP database for EU Member States (cf. Figure 5 below) for the year 2020. No accidents were reported by Russia. This is the highest number of reported accidents in the history of the report. As it is not possible to establish whether all accidents were reported each year or not, it is difficult to establish the trend of the number of accidents in the Baltic Sea area. However, it is important to note that all the accidents reported to the EMCIP database can contain information whether there was pollution or not based on these accidents (cf. Fig 5 below).



Figure 5. Number of reported accidents in the Baltic Sea.

A detailed categorization of accidents location – open sea, port approach and port - was introduced for the reporting in 2012 and it is possible to also retrieve this information from the data provided by EMSA (cf. Figure 6 below). Approximately half of the accidents in 2020 took place when the ships were within the port area (45% with 111 accidents). Since 2016, the port approach and the open sea are the two areas where the number of reported accidents occurring has been increasing. In 2020, 24% of the reported accidents happened in the open sea. The spatial distribution of the reported accidents in 2020 is presented in Figure 7.



Figure 6. Location of the accidents or the period 2014 to 2020.



Figure 7. Locations of reported shipping accidents in the Baltic Sea in 2020.

## 4. Types of accidents

Due to modification of the reporting format in 2012, the category "contact", as a type of accident, was included in the reporting, defined as striking any fixed or floating object other than ships or underwater objects (i.e. wrecks). In previous reports "collisions" accounted for both collisions with ships and objects. In order to retain comparability both "collision" and "contact" accidents will be referred to as "collisions" in following text. Such information on the types of accidents is also available in the data provided by EMSA as shown on the Figure 8 below.



Figure 8. Types of accidents in the Baltic Sea.

With a large increase from previous years, 47% of the accidents reported for 2020 were in the class "Other", with a total of 116 accidents. This is most likely due to the completeness of the data collected by EMSA. The definitions for this class are listed in Table 1 below. Grounding / stranding and contact type accidents were the next most common types with both contributing to 19% of reported accidents. The spatial distribution of different types of reported accidents in the Baltic Sea area is presented in Figure 9 below.

Other reason
Accidents with life-saving appliances
Capsizing/listing
Damage to ship or equipment
Door fault / fault in doorways
Flooding/Foundering
Physical damage
Related to the use of rescue equipment
Sunk
Technical failure
Tilt / crash
Hull failure/failure of watertight doors/ports etc.
Loss of control
Other reason

Table 1. Definition of the accident type "other"



Figure 9. Types of shipping accidents in the Baltic Sea in 2020.

#### 4.1. Collisions

In 2020, 76 collisions (collisions and contacts) were reported in the Baltic Sea area accounting for 30% of the total number of accidents. As for the past few years, most of the collisions happened around the port areas, when ships are approaching ports or even within these ports (62 events accounting for 82% of the collisions, cf. Figure 10). Two accidents were reported where there was no information on the area.



Figure 10. Location of ship collisions in the Baltic Sea between 2004 and 2020.

Based on the information on shipping accidents collected by EMSA, it is possible to divide the collisions in different types. This information is shown in Figure 11 below with numbers of collisions per different types since 2004. The merging of some types of collisions was necessary to produce Figure 11: the detail of the collisions with vessel, with object and other reasons are available in Table 2 on the next page. As mentioned in the previous HELCOM reports in shipping accidents, the lack of information on the type of collision was decreasing in the reported accidents sent by the Contracting Parties since 2016. For 2020, collision accidents categorized as "contact" were the most common type. Note that the contact type accidents are not categorized further.



Figure 11. Types of collisions since 2004 reported in the Baltic Sea area.

Table 2. Definition of the types of collisions.

With vessel	With object	Other reasons
With another vessel	Виоу	Loss of containment
With multiple vessels	Dry dock	Loss of directional control
	Fixed object	On the fairway slope
	Object	other (unsealing the vessel's hull)
	Bridge	Ship not underway
	Pier, quay	Drift
	Sluice	Explosion
	Breakwater	Fire
	Berth	Flooding
		Loss of electrical power
		Loss of propulsion power
		Power

There were no collision accidents with no specifying information in 2020 . A majority of collisions were reported to have happened with other vessels. The spatial distribution of the reported collision and contact accidents in the Baltic Sea area is presented in Figure 13 (next page).



Figure 12. Types of collisions reported in 2020.



**Figure 13.** Collision and contact accidents in the Baltic Sea in 2020 (if no accidents are displayed in certain national waters, the reason can be either no accident occurrence during 2020, or lack of data).

#### 4.2. Groundings

Groundings and strandings slightly increased from 2020 by nine. A total of 50 groundings occurred in 2020, 58% of those took place when the ships were approaching the port (with 29 events) (cf. Fig. 14).



Figure 14. Location of the grounding accidents in the Baltic Sea between 2004 and 2020.



Figure 15 below helps to compare the different location of grounding accidents in 2020.



Figure 16 illustrates the presence or absence of a pilot on board vessels in cases of grounding accidents from 2014 to 2020. In 70% of the grounding there was no information as to whether or not there was a pilot on board.



Figure 16. Presence, absence or exemption of pilots during groundings

As for the period 2014 – 2019, most of the reported groundings in 2020 occurred with vessels with a draught of less than 7 metres and for another large portion, there was no information reported on the draught (cf. Figure 17). It is important to note that small vessels are not covered by the IMO's recommendations on the use of pilotage.



Figure 17. Percentage of grounding accidents reported in 2020 per draught categories.

The spatial distribution of the reported collisions and contact accidents in the Baltic Sea area is presented in Figure 18 below.



Figure 18. Grounding accidents in the Baltic Sea area in 2020 (if no accidents are displayed in certain national waters, the reason can be either no accident occurrence during 2020, or lack of data).

# 5. Types of vessels involved

Cargo vessels were the most common type of ships involved in accidents in 2020 accounting for 51% of all vessels with a total of 125 reports (cf. Figure 19). Passenger ships were involved in 29% of all the reported accidents with 74 reports. As was previously mentioned in this report (cf. Section 2 on ship traffic in the Baltic Sea), passenger and cargo vessels are known to be the ship types operating the most in the Baltic Sea area. The category "other" including dredger and tug boats is accounting for less than 6% of the accidents. The rest of ship types such as service and fishing vessels are accounting for approximately 14% of all the accidents reported for the year 2020.



Figure 19. Proportion of ship types involved in accidents in 2020. The Figure includes all the types of accidents as well as the accidents involving several ships.

The spatial distribution of these accidents by ship types is presented on Figure 20 below.



Figure 20. Reported shipping accidents by ship types in 2020.

## 6. Cause of accidents

The majority of the reported accidents did not include information on the cause of the accident (71% Figure 21). Technical failure and human element were of almost equal proportion, with 18% and 17% of causes of accidents respectively.



Figure 21. Proportion of cause of accidents reported in 2020.

The spatial distribution of accidents with indication of the cause of the accidents for the period is presented in Figure 22.



Figure 22. Cause of accidents in the Baltic Sea area in 2020.

## 7. Acceidents with pollution and response activities

## 7.1. Accidents with pollution

For each accident reported, the reporting bodies were asked to define if some the events generated pollution or not. According to the reported data, 2 events of the accidents ended up with some kind of pollution. Most of the accidents did not cause pollution. There were 22 accidents where there was no information pertaining to pollution. Two categories of ship types, service and cargo vessels, were involved in polluting accidents (hence no figure unlike reports of previous years, alike report for 2019). Out of these 2 events generating pollution, one had reported technical failure as the cause of accident, whilst the other reported the cause as unknown (hence no figure unlike previous reports).

The spatial distribution of the accidents resulting in pollution for the period is presented in Figure 23 (next page). Special characteristics such as low salinity, small water volume, restricted connection to the ocean, seasonality and the ice cover during winter make the Baltic Sea highly vulnerable to the effects of oil spills which makes swift response very important. Intensive regional cooperation in the field of response and preparedness to spills in the Baltic Sea has been carried out within HELCOM since the 1970s (HELCOM Response Working Group). Due to such cooperation efforts the oil recovery rate in the Baltic Sea is generally much higher than the global average and, as proved by previous pollution accidents of regional importance, it can reach as much as 50 %.



Figure 23. Shipping accidents with pollution in the Baltic Sea in 2020.

#### 7.2. Response activities

Significant response operations in 2020 in the Baltic Sea area have been reported by the Baltic Sea states following a request by the HELCOM Secretariat. All Contracting Parties responded to the request except for Russia. No significant response operations took place in 2020 in Germany. The information is available in table 3 below.

#### Table 3. Reported response activities in the Baltic Sea area in 2020

													Amount		Action taken for	_	_		
									Amount of	Amount	Amount	Pollutod	and state	Affacta	collection	Recovery	Recovery		
					Latitude	Longitude		Type of	nollution	atsea	on shore	coastline	affected	d	treatment	at sea	on shore	Responsible	Further
Country	Year	Date	Time	Place	(DD)	(DD)	Source	pollution	(m3)	(m3)	(m3)	(km)	wildlife	species	of wildlife	(days)	(days)	organization	details
Denmark	2020	04.01.2020	09:45	Ensted	N55.025	E009.445	Oil Terminal	Heavy atmospheric gasoil	30	Mixed water and oil 15,5	Mixed sand and oil 20	2.1	NIL	NIL	NIL	2	1-10 days	Royal Danish Navy Command, N3	
Estonia	2020	19.09.2020	08:20	At sea	58° 8'	023° 7'	Not identified	Fuel oil	0.00										
Estonia	2020	11.09.2020	15:30	At sea	59° 32'	027° 35'	Wreck	Fuel oil	0.00										
Estonia	2020	18.08.2020	17:10	At sea	59° 29,9'	024° 48'	Ship	Fuel oil	0.00										
Estonia	2020	18.08.2020	17:05	At sea	59° 29'	024° 49'	Not identified	Fuel oil	0.00										
Estonia	2020	20.07.2020	21:30	At sea	59° 27'	024° 6'	Wreck	Fuel oil	0.00										
Estonia	2020	28.05.2020	19:20	At sea	59° 27,6'	023° 25,15'	Ship	Fuel oil	0.00										
Estonia	2020	15.05.2020	08:00	At sea	58° 25,5'	020° 53,2'	Not identified	Fuel oil	0.00										
Estonia	2020	30.04.2020	19:05	At sea	59° 30,9'	027° 31,9'	Not identified	Fuel oil	0.64										
Estonia	2020	16.04.2020	08:30	At sea	58° 51'	021° 15'	Ship	Palm oil	0.00										
Estonia	2020	10.03.2020	07:15	At sea	59° 19'	021° 59'	Not identified	Mineral oil	0.00										
Estonia	2020	10.01.2020	18:20	At sea	59° 35'	023° 47'	Ship	Fish oil	0.00										
Finland	2020	31.01.2020	11:00	Inkoo	N60°00.9 35'	E023°54.910 '	Land based oil storage tank	Light fuel oil	10		7500 m3 of oiled coastline material was taken to the treatment	Varying, as the response operation ended only 16.4.2020 and oil was drifting in a narrow bay.	none			75	10-300 days	West-Uusimaa Rescue Department	On the shore response ended in October 2020
Latvia	2019- 2020	31.12.2019- 19.01.2020	13:10	Shoreli ne 10nm N from Ventsp ils port	57.539	21.659	Barge TRIAS IMO 8606018	Risk of pollution by 2 tons of diesel fuel										Coast Guard Service, http://www.mr cc.lv	Barge refloated and towed to Riga port for scrapping

Country	Year	Date	Time	Place	Latitude (DD)	Longitude (DD)	Source	Type of pollution	Amount of pollution (m3)	Amount recovered at sea (m3)	Amount recovered on shore (m3)	Polluted coastline (km)	Amount and state of affected wildlife	Affecte d species	Action taken for collection and/or treatment of wildlife	Recovery operation at sea (days)	Recovery operation on shore (days)	Responsible organization	Further details
Latvia/ Lithuania	2020- 2021	28.12.2020	10:00	Buting e offsho re oil termin	56.051	20.951	Butinge offshore oil terminal	Crude Oil Rebco	480 liters (~412 m3)	None	None	No	No	No	No	No		Coast Guard Service, http://www.mr cc.lv	Part of oil drifted across border into Latvian territorial sea
				al (Lithua nia)															40 m of oil loading hose lost at sea
Lithuania	2020	28.12.2020	10:11	Buting e	56 02 7 N	020 57,8 E	Butinge SPM buoy	Crude oil	2,8 t							1		MRCC of the Lithuanian NAVY	
Lithuania	2020	09.08.2020	06:53	Klaipe da port	55 45.3 N	020 34.4 E	Unknown from port	Diesel oil	1 t							1		MRCC of the Lithuanian NAVY	
Poland	2020	31.03.2020	11:25	Port of Gdans k			ship	Fuel oil	0.3	0.15	n/a	n/a	n/a	n/a	n/a	1	0	Maritime Office in Gdynia	no data
Poland	2020	15.05.2020	no data	Port of Ustka			ship	Fuel oil	0.01	0.005	n/a	n/a	n/a	n/a	n/a	1	0	Maritime Office in Gdynia	no data
Poland	2020	27.05.2020	no data	Port of Ustka			shipyard	Chemical	unknown	n/a	n/a	n/a	n/a	n/a	n/a	1	0	Maritime Office in Gdynia	no data
Poland	2020	16.08.2020	no data	Port of Łeba			ship	Fuel oil	0,01-0,02	0.001	n/a	n/a	n/a	n/a	n/a	1	0	Maritime Office in Gdynia	no data
Poland	2020	28.10.2020	no data	Port of Ustka			ship	Fuel oil	0.01	0.005	n/a	n/a	n/a	n/a	n/a	1	0	Maritime Office in Gdynia	no data

															Action				
										<b>A</b>	A		Amount		taken for	<b>D</b>	<b>D</b>		
									A	Amount	Amount	Delluted	and state		collection	Recovery	Recovery		
									Amount of	recovered	recovered	Polluted	of	Affecte	and/or	operation	operation		
<b>.</b> .					Latitude	Longitude		Type of	pollution	at sea	on shore	coastline	affected	a .	treatment	atsea	on snore	Responsible	Further
Country	Year	Date	Time	Place	(DD)	(DD)	Source	pollution	(m3)	(m3)	(m3)	(km)	wildlife	species	of wildlife	(days)	(days)	organization	details
Sweden	2020	23.02.2020		The			Sea-Cargo,	Plastic	>13 tonnes	n/a	Unknown in	Large areas	Unknown	Unknow	n/a	0		Municipalities	In Sweden the
				b coast			Seduraris	(polypropen)			(considered	Denmark and		п					plastic spill was
				was hit			Managemen	(polypropert)			as litter), 3.5	almost the							littering and
				by the			t. Container				tonnes in	entire							thus thre was no
				polluti			vessel. On				Norway	Swedish							response
				on in			route from					westcoast.							operation at sea
				April-			Rotterdam					Detections							or on shore.
				May			to Tanager,					are mapped							Simultaneously,
				Norwa			During a					https://www							regard it as a
				y a few			storm there					.oslofjorden.							response
				weeks			was damage					org/oppdater							operation. There
				earlier.			to a					ing-pa-							is a legal gray
							container					plastutslippe							zone for "HNS
							containing					t/							spills" and
							plastic												responsibility is
							incident												substances
							occurred on												other than
							Danish												mineral oil,
							waters. No												particularly if
							informations												the substance is
							of the spill												non-toxic and
							until the												does not pose
							started												threat The snill
							floating on												was also
							shore into												discussed at
							the Oslo												Response-28-
							Fjord a												2020, agenda
							couple												item 5 Matters
							weeks later.												related to
							link between												operations
							the shipping												Presentation (in
							incident was												Swedish)
							established												https://www.ms
							with the												b.se/siteassets/
							pollution.												dokument/amn
							Ine												esomraden/skyd
							shinning												och-farliga-
							company												amnen/cbrne/n
							has been												ationell-
							cooperative.												konferens-for-
																			oljeskadeskydd/
																			2020/04_udda-
																			utsiapp_2020.p
																			ui

Country	Year	Date	Time	Place	Latitude (DD)	Longitude (DD)	Source	Type of	Amount of pollution (m3)	Amount recovered at sea (m3)	Amount recovered on shore (m3)	Polluted coastline (km)	Amount and state of affected wildlife	Affecte d species	Action taken for collection and/or treatment of wildlife	Recovery operation at sea (davs)	Recovery operation on shore (davs)	रesponsible अganization	Further details
Sweden	2020	October 2020		Norwa y and Swede n			Unknown	Paraffin wax (presipitate from a ULFSO fuel?)	unknown	n/a	Unknown (considered as litter and thus not weighed)	Unknown	Probably low impact on wildlife and humans. Mainly a cosmetic problem	unknown	n/a			Municipalities	Similar situation, different pollution. Again Norway and Sweden responded differently to the spill. A response operation under Kystverket in Norway while Swedish municipalities included it in their ordinary procedures for cleaning litter on the shores as the paraffin is non-toxic. Presentation in Swedish (same link as above) https://www.ms b.se/siteassets/ dokument/amn esomraden/skyd d-mot-olyckor- och-farliga- amnen/cbre/n ationell- konferens-for- oljeskadeskyd/ 2020/04_udda- utslapp_2020.p df

#### Guideline for filling-in the HELCOM Reporting Format on Shipping Accidents (as of September 2016).

All accidents including, but not limited to grounding, collision with other vessel or contact with fixed structures (offshore installations, wrecks, etc.), disabled vessel (e.g. machinery and/or structure failure), fire, explosions, etc., which took place in territorial seas or EEZ of the Contracting Party and involved any ships which are required to carry AIS should be reported to the HELCOM Secretariat using the agreed reporting format, irrespectively if there was pollution or not.

The reporting format is provided as an excel file and includes the following information entries. The predefined entries should be used!

Country	Country in whose water	the accident took place					
Year	Year of accident						
Date (dd.mm.yyyy)							
Time (hh:mm)							
Latitude (DD)	Please provide latitude	in decimal degrees, e.g. 57.123					
Longitude (DD)	Please provide longitud	e in decimal degrees, e.g. 18.456					
Location of accident	Fixed answers; please choose from: <b>"Port"</b> , <b>"Port approach"</b> , <b>"Open sea"</b> or <b>"n.i."</b> (no information available). The category "Open sea" covers all accidents at sea i.e. not defined as "Port" or "Port approach". Categories are used only for the purpose of statistics and are too be defined according to national practice of the reporting authority.						
Ship 1	Ship 1 name, ID, flag						
	Ship 1 AIS category	Fixed answers; please choose from: "Tanker", "Cargo", "Passenger" or "Other".					
	Ship 1 type (detail)	Please, provide further details on type of ship, e.g. tanker (oil, chemical, gas tanker), cargo ship (general cargo, bulk carrier, etc) and other ships (icebreaker, tug boat, ro-ro, etc).					
	Hull construction (tankers only)	Fixed answers; please choose from: "Single, hull", "Double hull", "Double bottom", "Double sides", "Mid deck" or "Other" .					
	Size (gt)_ship1						
	Draught (m)_ship1	Fixed answers; please choose from: "< 7m", "7- 9m", "9-11m", "11-13m", "13-15m", ">15m" or "n.i.".					
Ship 2 (if relevant)	Ship 2 name, ID, flag						
	Ship 2 AIS category	Fixed answers; please choose from: <b>"Tanker"</b> , <b>"Cargo"</b> , <b>"Passenger"</b> or <b>"Other"</b> .					

Fill this in only if accident involved two ships, e.g. in case of a collision	Ship 2 type (detail) Hull construction (tankers only) Size (gt)_ship2 Draught (m)_ship2	Please, provide further details on type of e.g. tanker (oil, chemical, gas tanker), cargo ship (general cargo, bulk carrier) and other ships (icebreaker, tug boat, ro-ro etc). Fixed answers; please choose from: "Single, hull", "Double hull", "Double bottom", "Double sides", "Mid deck" or "Other" . Fixed answers; please choose from: "< 7m", "7- 9m", "9-11m", "11-13m", "13-15m", ">15m" or "n.i.".				
Type of cargo	If relevant, please specify amount and type of cargo, e.g. people (passengers and crew), oil, dangerous goods, harmful substances, bunke ballast and empty, other.					
Type of accident	Fixed answers; please ch	noose from:				
	"Collision" (striking or b	eing struck by another ship)				
	"Stranding/grounding"	(being aground, or hitting/touching shore				
	or sea bottom or underv	water objects (wrecks, etc.))				
	"Contact" (striking any f	ixed or floating object other than those				
	included previously)					
	"Pollution" (e.g. during	fuel transfer)				
	"Fire or explosion"					
	"Hull failure/ failure of	watertight doors/ports etc."				
	"Machinery damage"					
	"Damages to ships or e	quipment"				
	"Capsizing/listing"					
	"Missing (assumed lost)	"				
	"Accidents with life-sav	ing appliances"				
	"Other"					
<b>Type of collision or</b> <b>contact</b> (collision and contact accidents only)	Fixed answers; please ch object", "With object" of	noose from: <b>"With vessel", "With vessel and</b> or <b>"n.i.</b> ".				
Further details about accident	More detailed informati of accident" column.	on, especially if "Other" was selected in the "Type				
Cause of accident	Fixed answers; please ch	noose from:				

	"Human element" (violations or error)
	"Structural failure"
	"Technical failure" (machinery/equipment incl. design errors)
	"Cargo related"
	<b>"External causes"</b> (including environment, navigational infrastructure, criminal acts etc.)
	"Unknown"
Human element subcategories	Please provide further details if "Human element" was selected in the previous column. Fixed answers; please choose from:
	"Violation" (deliberate decision to act against a rule or plan)
	"Slip" (unintentional action where failure involves attention)
	"Lapse" (unintentional action where failure involves memory)
	"Mistake" (an intentional action where there is an error in the
	planning process; there is no deliberate decision to act against
	a rule or procedure):
Accident in ice conditions	Fixed answers, please choose from: "Yes", "No" or "n.i.".
Crew trained in ice navigation	Fixed answers, please choose from: "Yes", "No" or "n.i.".
Further details on cause of accident	Please, provide further details on cause e.g. hard winds, heavy waves, reduced visibility, etc.
Pilot on board	Fixed answers, please choose from: <b>"Yes"</b> , <b>"No"</b> , <b>"Exemption certificate"</b> or <b>"n.i."</b> .
Offence against rules or regulations	Please, specify e.g. use of pilot, routeing, weather restriction, deficiency of the ship, operation of the ship, COLREG, speed limits, max draft, others.
Damage	Please specify, e.g. lives (crew and passengers), total loss, leakage, others.
Need of assistance	Please specify, e.g. SAR, towing, lightering, salvage, others.
Pollution	Fixed answers; please choose from: <b>"Yes"</b> , <b>"No"</b> or <b>"n.i.</b> .
Amount of pollution (m <sup>3</sup> )	
Amount of pollution	
(tonnes)	

Type of pollution	Please, specify e.g. crude oil, diesel fuel, other.
Consequences/response action	Please, specify e.g. consequences of pollution, response to contamination taken, amount of pollution recovered, etc.
Additional info	Any other relevant information, e.g. needed to evaluate the limitation of data, etc.