



MARINE ACCIDENT INVESTIGATION IN FINLAND

IMSAS AUDIT 2024

Chief Marine Safety Investigator Risto Haimila



Marine Accident Investigation Guidelines

- National Safety Investigation Act 525/2011 forms the framework for the marine safety investigations
- Act 525/2011 incorporates EU and international regulations concerning the safety investigation
- Based on Act 525/2011 The Safety Investigation Authority has issued orders on the technical conduct of the safety investigations
- These technical orders (“Standing Operating Procedures”) can be found in the SIAF’s internal data system in section ”Toimintajärjestelmä”
- Operating procedures are monitored and based on the findings the orders are amended accordingly



Contacting SIAF

- SIAF has an 24/7 on-call duty service provided by Emergency Response Center Agency.
- SIAF has also internal back up duty system.
- Direct communication channels can be found on SIAF's webpages.
- SIAF receives marine casualty notifications from Traficom automatically via email and EMCIP (European Marine Casualty Information Platform) data system.



Preliminary Investigation Activities

(525/2011, para 18)

- Informing the SIAF personnel about the case
- Media contact management
- Contacts with appropriate authorities and other parties in order to find out the nature of the accident for situational assessment
- Contacts with the agents, company, the ship and FS AIB
- First contacts with the suitable investigators
- Site investigators to the accident site as soon as practicable (transportation, risk assessment, tasking etc.)
- Evidence and data collection measures commence
- The nomination of the Investigator-in-Charge and the investigation team members
- Investigation decision in written for distribution and publishing
- Preliminary Investigation plan with the investigation team
- Establishing meeting for the investigation team



Considerations in Case of a not very serious Marine Accident

(525/2011 para 17)

- The seriousness and nature...
- The frequency and the probability of corresponding accidents...
- External request of authorities supervising safety, of persons involved in the matter...
- Safety benefit that investigation would provide...
- Whether the accident caused a (real) danger to several persons at the same time...
- Is any other instance investigating the accident



Investigations and Investigation Teams

(525/2011 paras 13, 14, 15 and 18)

- Full time government official in SIAF serves as an Investigator-in-Charge for each investigation
- Officially nominated Investigation team consisting of the team leader and a sufficient number of investigators with various but comprehensive competencies based on the nature of the occurrence conduct the investigation
- Investigation team members can be full time officials or contracted external experts working in accordance with his/her official duties.
- Investigation is conducted according to the SIAF procedures.
- Investigators have wide-ranging powers
- There is also a SOP for interviews and an explanatory note "Interviews as a part of the safety investigation" which will be given to the interviewee in advance



Evidence/data storage and reporting

525/2011, para 39)

- All data and evidence obtained are considered not public and stored at SIAF's internal data system or when needed in a separate safe.
- There is a SIAF template for reporting the occurrence consisting of seven main sections listed below:
 - SYNOPSIS
 - EVENTS
 - BACKGROUND INFORMATION
 - ANALYSIS (systemic approach)
 - CONCLUSIONS (based on analysis)
 - SAFETY RECOMMENDATIONS (discussed with addressees)
 - REFERENCES and
 - COMPILATION OF COMMENTS RECEIVED (not from individuals)



Draft Report and final Report

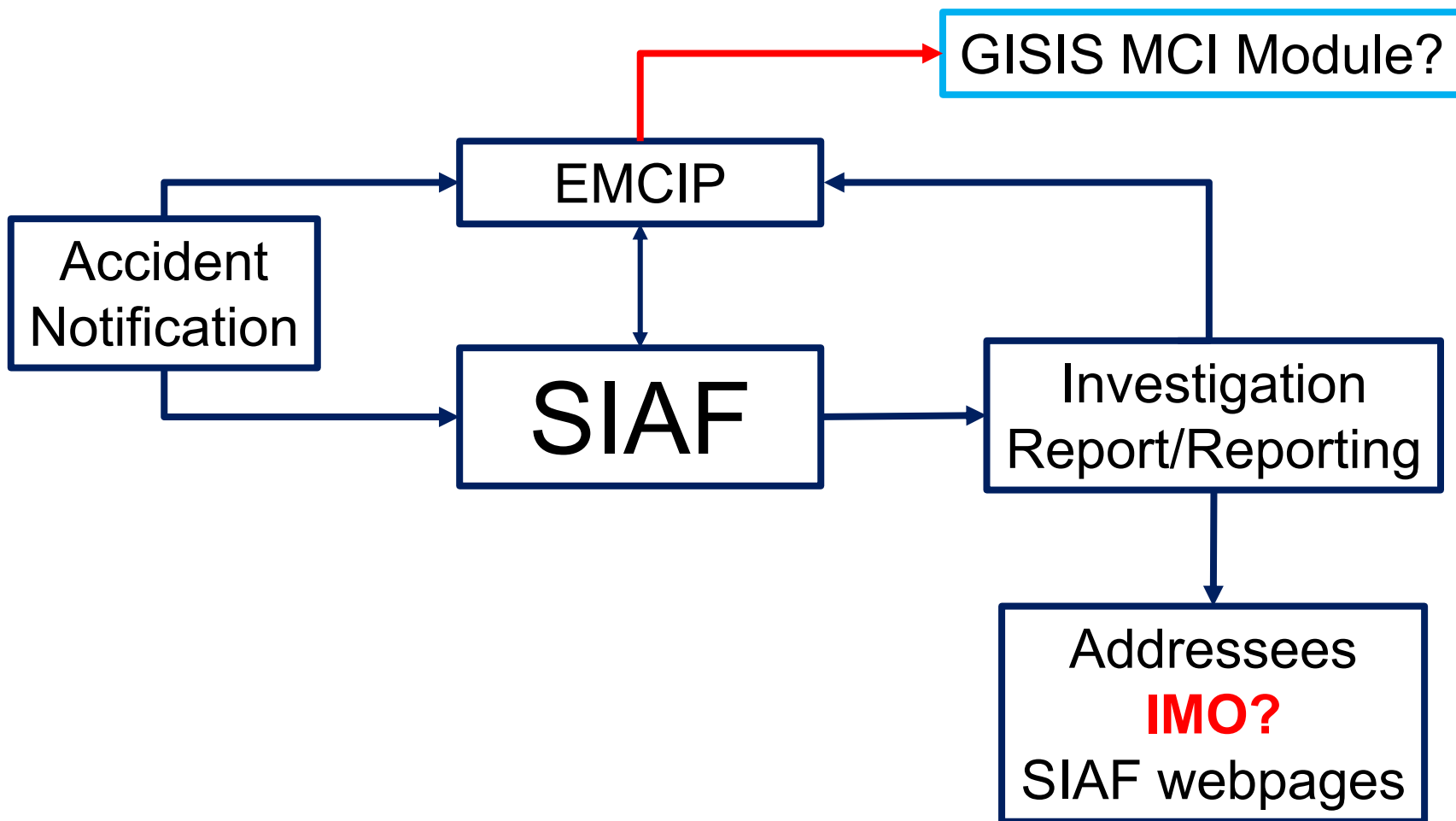
(525/2011, paras 27 and 28)

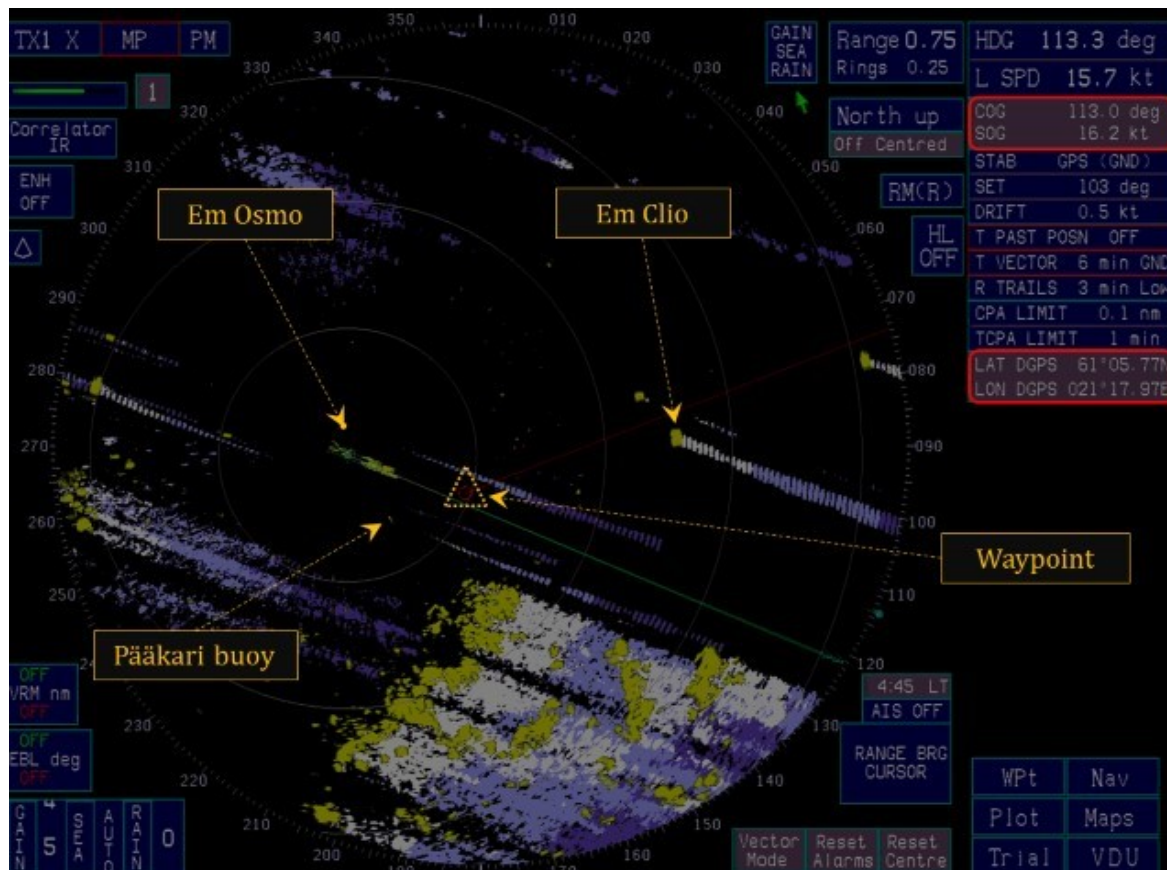
- The confidential draft report will be assessed internally by the Chief Communications, the Administration Chief and the Executive Director before sending it out for comments (normally 30 days).
- Comments will be considered and possible amendments according to SIAF's decision can be made after consultation with comment provider or without.
- The final investigation report will be sent to the stakeholders via email and will be published at SIAF's webpage together with an investigation summary.
- The addressees receiving safety recommendations receive also a questionnaire concerning their preliminary response to the safety recommendations.
- The active follow-up period of maximum 10 years to respond to the safety recommendations commences.
- Feedback meeting with the investigation team.



Reporting to IMO

(Needs further actions)





**Hope to eliminate wrong settings –
thank you!**

Quality of the radar image on the starboard manoeuvring station before the turn towards the direction 069° at 05:45:57.