

Guidance

Notification and reporting of accidents

Accidents related to the operation of vessels must be reported to the Norwegian Maritime Authority (NMA) or other relevant body.

Notification

“Notification” means an oral notification without unjustified delay.

- Notification of accidents related to commercial vessels must be given by the company or the master of the vessel.
- If assistance is required (evacuation, rescue, etc.) or there is a risk of oil discharge, the notification should be given to the Joint Rescue Coordination Centre or a coastal radio station. The Joint Rescue Coordination Centre will notify other agencies (the Norwegian Coastal Administration, the Norwegian Maritime Authority, the police, the Accident Investigation Board Norway).
- If there is no need for assistance and no risk of oil discharge, the notification must be given to the Norwegian Maritime Authority's 24-hour emergency telephone: +47 52 74 50 00. The Norwegian Maritime Authority will notify other agencies (the police, the Accident Investigation Board Norway, the Norwegian Coastal Administration).
- Notification of recreational craft accidents may be given to the police instead of the above-mentioned bodies.
- In case of discharge or risk of discharge outside Norwegian territorial waters, notification must be sent with the highest priority to the nearest coastal State.

Report

“Report” means a written report using a specific form (KS-0197). An online form is available here: <https://portal.sjofartsdir.no/?lang=en>.

For vessels used for commercial purposes, the master or the company must report all marine casualties and occupational casualties in writing to the Norwegian Maritime Authority within 72 hours of the incident – regardless of whether a notification has been given.

Reporting near-misses

The Norwegian Maritime Authority requests that near-misses are reported.

It is important to the NMA to have access to information that can be used to improve safety on board.

Duty to secure evidence

The Accident Investigation Board Norway is authorised to investigate marine casualties (serious vessel casualties and occupational casualties), while the Norwegian Maritime Authority carries out supervision after casualties. Due to such investigation and supervision activities, anyone involved in a marine casualty must collect and keep all evidence that could be necessary for the investigation and the supervision.

The police are responsible for the investigation of any criminal conduct.

What is the information used for?

Knowledge of accidents and their causes is important to maritime safety work. The NMA uses the casualty statistics and reports to:

- assess the need for measures and follow-up of vessels, companies and the shipping industry in general;
- prepare statistics regularly;
- provide a basis for the transfer of experience;
- identify focus areas;
- carry out risk assessments and analyses;
- carry out socio-economic analyses.

In addition, the NMA provides data for a variety of purposes internationally and in Norway.

Incidents to be reported

Type of incident	Description
Very serious marine casualty	<ul style="list-style-type: none"> - total loss of the vessel; - death - severe damage to the environment - an immediate risk of any of this involving a passenger ship
Marine casualty	<ul style="list-style-type: none"> - serious injury. A serious injury means an injury which is sustained by a person, resulting in incapacitation where the person is unable to function normally for more than 72 hours, commencing within seven days from the date when the injury was suffered. - loss or presumed loss of the vessel - abandonment of the vessel - material damage to the vessel. A material damage means a damage that significantly affects the structural integrity, performance or operational characteristics of the vessel, and requires major repair or replacement of a major component or components or destruction of the vessel. - grounding or collision or incident which has made the vessel unable to operate
Serious vessel accident	<p>An accident involving fire, explosion, collision or similar, extreme weather or ice conditions, cracks or hull damage, etc. leading to one of the following:</p> <ul style="list-style-type: none"> - engine breakdown, significant damage to the accommodation, significant structural

	<p>damage, including water intrusion in the hull so that the vessel is unable to continue sailing;</p> <ul style="list-style-type: none"> - pollution; or - casualty making it necessary to tow the vessel or get assistance from shore.
Other vessel accidents	<p>Grounding and collision are not considered “serious casualty”, “marine casualty” or “very serious marine casualty”</p> <p>Grounding:</p> <ul style="list-style-type: none"> - any touch of the ground – regardless of the extent of damage. <p>Collision:</p> <ul style="list-style-type: none"> - collision with other vessels – regardless of the extent of damage; - collision with objects and installations (lighthouses, signs, quays, aquaculture facilities, etc.), if the collision causes damage causing operational interruption for own vessel or the object/installation.
Pollution or risk of pollution	<ul style="list-style-type: none"> - loss/discharge or probable discharge of oil or noxious liquid substances in excess of the quantity or instantaneous rate permitted by MARPOL 73/78 at any time and irrespective of the cause of the discharge. - loss/discharge or probable loss/discharge of dangerous or harmful substances in packaged form, including substances in portable tanks or tank vehicles, and where vehicles, freight containers or other cargo transport units contain packaged goods. - discharge or probable discharge of dangerous chemicals or dangerous liquefied gases.
Occupational accident	<p>An incident in connection with work that has caused injury to a person working on board.</p> <p>The injury must be reported when it:</p> <ul style="list-style-type: none"> - results in incapacitation where the person is unable to function normally for more than 72 hours, commencing within seven days from the date when the injury was suffered, or - is of a serious nature. <p>The injury may at a later stage prove to be more serious than first assumed. If the injury has not been previously reported, a report must be sent to the NMA as soon as possible.</p>

	<p>These points might be helpful when deciding whether the injury should be reported:</p> <ul style="list-style-type: none"> - head injury/concussion (including loss of consciousness and/or other serious consequences); - skeletal injury (not including simple fractures or broken fingers or toes); - internal injury (injury to internal organs such as lungs, kidneys, spleen, etc.); - loss of limb (amputation of limb or part of limb); - poisoning (with a risk of lasting health injuries such as hydrogen sulphide poisoning); - loss of consciousness (due to working environment issues such as lack of oxygen); - burn, frost injury or acid burn injury (all full thickness burns (third-degree) and/or partial thickness burns (second-degree) on face, hands, feet or the anogenital area, as well as partial thickness burns (larger than five percent) of the body surface); - hypothermia; - injury requiring hospital treatment (except simple ambulatory care).
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Reporting occupational injury/occupational disease

The employer has a duty to report to the NMA when an employee suffers an injury or disease which could entitle him/her to claim for occupational injury compensation.

To be entitled to occupational injury compensation, the occupational injury must be reported to NAV within a year of the accident.

This guide is applicable under normal operation of vessels subject to the Regulations of 27 June 2008 No. 744 on the obligation to notify and report marine casualties and other incidents at sea, including mobile offshore units, fishing vessels and recreational craft.