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maritime safety as number of shipping accidents per year in relation to traffic, number of accidents with pollution in relation to the total number of accidents per year and number of collisions/groundings in relation to the total number of accidents. Accident costs are not a part of these indicators.

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Maritime accidents, when taking place, often affect in large scale over the environment, society and economy. ... it is unable to predict how an accident may occur. It can only quantify certain risk value against a set of risk control options (RCO) for a known type of accident. ... LPT is a method of logical deductions which utilize heuristics ...

A Study on Accident Theories and Application to Maritime ...

Abstract. A review is presented of different approaches to quantify the risk in maritime transportation. The discussion of several accident statistics provides a global assessment of the risk levels and its differentiation in ship types and main types of ship losses. Early studies in the probability of ship loss by foundering and capsizing are reviewed.

Risk assessment in maritime transportation - ScienceDirect

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performing flags. By far the most common accident is that the ship founders. However it is also encouraging that an outcome of this report is also confirmation of an overall improvement in vessel safety standards and a reduction of shipping accidents relative to the growth of the world fleet. This reflects the development of

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Ship Safety, in order to consider how maritime safety can be further improved in the 21st Century. To coincide with this important event, ICS has produced this advice on the implementation of a 'safety culture' for dissemination throughout the global shipping industry. It is hoped that this brochure will make a small contribution to the ...

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Ten Ways to Reduce the Risk of Maritime Accidents

How the maritime industry should treat waste at sea and in ports, reduce oil and air pollution, and control ozone-depleting substances.

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MARITIME SAFETY COMMITTEE 89th session Agenda item 4 MSC 89/INF.13 5 March 2011
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