



## MARITIME SECTOR RECOMMENDATIONS ISSUED IN 2025

### MARITIME DEATH ONBOARD M/V “GNV ANTARES” – IMO 8503797

During the loading operations of a semi-trailer in the garage areas – Port of Naples, on 23.03.2024

**RM2024.0019-01:** It is recommended to GNV S.p.A. – GRANDI NAVI VELOCI, to equip tractor drivers with two-way radios. Radios could mitigate the lack of visibility during maneuvering, making communication with Deck Personnel more immediate and clear.

**RM2024.0019-02:** It is recommended to maritime personnel training centers, through the General Command of the Italian Coast Guard, to define a verbal and gestural communication protocol, especially for communicating “non-standard” behaviors. See details below.

**RM2024.0019-03:** It is recommended to GNV S.p.A. – GRANDI NAVI VELOCI, to raise awareness among tractor drivers and deck personnel about the risk of being run over. This can concretely include the recent incident in safety training materials.

**RM2024.0019-04:** It is recommended to GNV S.p.A. – GRANDI NAVI VELOCI, to raise awareness among tractor drivers and deck personnel about risks arising from productivity pressure.

**RM2024.0019-05:** It is recommended to the Ministry of Infrastructure and Transport – Directorate General for the Sea, Maritime Transport and Inland Waterways, to GNV S.p.A., to shipowners’ associations, and to training centers, to prepare and distribute an information package to raise crews’ awareness about fatigue and appropriate management strategies. This should include long-term fatigue management (consecutive working days) and fatigue per individual shift. Awareness activities should be differentiated according to recipients, in this case, Ro-Ro Cargo vessel workers.

#### Further Details:

**RM2024.0019-02 – Verbal and Gestural Communication Protocol:** To mitigate garage noise, it is recommended to complement verbal communication (or radio) with codified gestures, allowing personnel to communicate “risky” or non-standard intentions. The protocol should be defined by the General Command of the Coast Guard for wide dissemination to shipping companies and training centers.

**RM2024.0019-04 – Raising Awareness About Productivity Pressure:** During the incident reconstruction, the tractor driver reported, “As on other occasions, ship personnel rushed me because departure time was approaching.” This behavior likely has minimal effect on speeding up loading (vehicles move one by one at walking pace) but constitutes productivity pressure on all involved personnel, potentially prompting unsafe actions. Evidence is seen in two crew members moving before the tractor passes. A campaign is recommended to discourage “pressure” behaviors, alongside a detailed analysis of inefficiency factors (time and motion study) to guide personnel in the correct direction.

**RM2024.0019-05 – Fatigue Awareness and Management Strategies:** Fatigue is often under-discussed due to cultural bias “fatigue equals weakness.” Other domains (e.g., aviation) mandate operator awareness, training on fatigue effects on human performance, and management strategies at individual and organizational levels [EU Implementing Regulation 2017/373]. Obligations include both awareness and risk monitoring, especially in continuous-cycle work.



## **MARITIME DEATH DURING MAINTENANCE OF FREE FALL LIFEBOAT RELEASE MECHANISM – M/V “BBC WASHINGTON” – IMO 9283954**

Anchorage of Marina di Carrara, on 31.07.2023

**RM2023.0057-01:** It is recommended to the ship management company Held Bereederungs GmbH & Co. KG to update and implement procedures for securing and verifying the lifeboat release system, with functional verification only under additional safety measures agreed with the lifeboat manufacturer.

**RM2023.0057-02:** It is recommended to the shipowner and ship management company to adopt risk management systems during onboard operations, including detailed operational plans for each maneuver, particularly lifeboat operations. Risk analysis must explicitly consider concurrent activities and additional risks. Operations should be preceded by risk assessment (mechanical failures, malfunctions, human errors) and crew briefing discussing risks, emergency procedures, and responsibilities.

**RM2023.0057-03:** It is recommended to the shipowner and ship management company to strengthen onboard safety culture, educating the crew on the use of helmets, life jackets, safety harnesses, and protective gloves for fall or machinery risks. Adoption of personal protective equipment (PPE) is integral to operational and safety procedures; lack or misuse is a safety violation. Training and mandatory use of PPE must cover all operations, including high-risk lifeboat maneuvers. Training centers, through the Ministry of Infrastructure and Transport and the Coast Guard, should further promote onboard safety culture and PPE use.

**RM2023.0057-04:** It is recommended to the shipowner and management company to verify Free Fall Lifeboat certifications and extend checks to ships “BBC CHALLENGER” and “BBC MICHIGAN.”

**RM2023.0057-05:** It is recommended to classification societies (KOREAN REGISTER, RINA, DNV, LOYDS REGISTER, BUREAU VERITAS, ABS) and Held Bereederungs GmbH & Co. KG, to review and customize inspection checklists to include retention systems, anchor points, corrosion conditions, hydraulic device functionality, and FFLB accessories (hooks, levers, pins).

## **SINKING OF M/P "ANTONIO PADRE" AFTER COLLISION WITH OFFSHORE PLATFORM “FABRIZIA” OFF SAN BENEDETTO DEL TRONTO – 18 APRIL 2024**

**RM2024.0024-01:** It is recommended to the General Command of the Coast Guard that decommissioned platforms under state concession be continuously monitored, with daily verification of signal functionality (remote or via vessels).

**RM2024.0024-02:** It is recommended to the Ministry of Infrastructure and Transport to review working hour regulations to prevent fatigue, particularly for fishing vessel crews.

**RM2024.0024-03:** Fishing sector associations should promote awareness on accurate voyage planning, responsible personal phone use, nautical charts, navigation in low visibility, adoption of advanced navigation devices, standardized emergency procedures, and speed limitation near offshore structures.



### **COLLISION BETWEEN PASSENGER SHIP “SHARDEN” – IMO 9305269 – AND FISHING VESSEL “ALEMAX II” – 4OL396 – OFF OLBIA, 10.08.2023**

**RM2023.0060-01:** Fishing sector associations should promote awareness on correct use of communication and radar tools, particularly AIS, for ship identification, target tracking, search and rescue assistance, information exchange, and situational awareness (IMO, A 29/Res.1106).

**RM2023.0060-02:** Shipowner of M/V “SHARDEN” should update Safety Management System (SMS) and Captain’s permanent orders to prevent serious non-conformities, accidents, and hazardous situations.

### **SINKING OF TUG “FRANCO P” OFF BARI – 18 MAY 2022**

**RM2022.0039-01:** Coast Guard should ensure consistency between Voyage Plan documents and Safety Plan restrictions during departure authorization.

**RM2022.0039-02:** Class surveys should explicitly verify closure and watertightness of hatches on bulkhead decks, even for in-service vessels.

**RM2022.0039-03:** Shipowners of tug-barge convoys on international voyages should request onboard technical inspections, including barge loading, trim, and stability, to ensure safety beyond document checks.

**RM2022.0039-04:** Promote progressive adoption of sensor systems on bolted, watertight hatch covers to signal opening/closure status to the bridge.

**RM2022.0039-05:** Shipowner ILMAR srl must respect the 48-hour voyage limit for barge AD3, providing intermediate stops for longer trips.

**RM2022.0039-06:** ILMAR srl must comply with AD3 Certificate of Fitness limits: maximum 50-mile distance from shore and favorable weather conditions.

### **Collision Between M/P “EUROPA” and M/P “SANTA MARIA E FIGLI II” – 2 miles NE of Molfetta, 10 October 2024**

**RM2024.0089-01:** Ministry of Infrastructure and Transport should include in exams for bridge command personnel knowledge of IMO/FAO/ILO guidelines “Training and certification of fishing vessel personnel.”

**RM2024.0089-02:** Install electronic signaling systems to monitor watch personnel and alert crew in case of prolonged inactivity.

#### **RM2024.0089-03:**

- a) Training centers and fishing sector associations should hold local sessions to share incident investigations and promote prevention culture.
- b) Fishing sector associations should hold local informational sessions on circulars and ordinances issued by Coast Guard offices.