

## Raccomandazioni di sicurezza emesse nel 2018 nel settore marittimo

**Tabella n. A3.2 - Raccomandazioni di sicurezza emesse nel 2018 - settore marittimo**

Banca dati EMCIP - ID evento	Data incidente	Nome Nave	Tipologia evento	Data conclusione indagine
1128/2016	02/04/2015	SPARVIERO	DECESSO A BORDO	28/09/2018
Num.	Descrizione raccomandazione di sicurezza			
1128/2016-01	Si richiama l'attenzione della Società armatrice e del personale dipendente preposto al comando delle relative unità da pesca alla corretta e scrupolosa osservanza dei limiti massimi di caricazione e posizionamento del carico previsti dalle certificazioni tecniche			
1128/2016-02	Si richiama l'attenzione della Società armatrice e del personale dipendente preposto al comando delle relative unità da pesca alla corretta e approfondita valutazione delle condizioni meteo marine prima di intraprendere la navigazione			

Banca dati EMCIP - ID evento	Data incidente	Nome Nave	Tipologia evento	Data conclusione indagine
675/2016	28/04/2015	SORRENTO	INCENDIO A BORDO	27/11/2018
Num.	Descrizione raccomandazione di sicurezza			
675/2016-01	Integrating the existing procedures to improve the efficiency and effectiveness of patrols in the deck garages, particularly before the ship departure			
675/2016-02	Re-evaluate the frequency of <i>internal audits</i> aimed at checking the compliance with the applicable regulations and procedures, particularly with regard to stowage, lashing and connection of <i>reefer</i> sockets			
675/2016-03	<p>A study / analysis shall be carried out to develop solutions, which are different from the existing ones, concerning the aspects and structural/constructive criticalities mentioned above:</p> <ul style="list-style-type: none"> <li>• Fire detection systems in the deck garages, which, considering the openings in the hull, shall be placed and designed/calibrated pursuant to the openings;</li> <li>• Side openings of open cargo decks of ro-ro ships, to prevent/mitigate the devastating effects produced by the uncontrolled inflow of external air;</li> <li>• Review of fixed fire-fighting systems protecting garages on decks, the implementation of alternative extinguishing/containment systems (Ex.: water barriers/water mist etc..) is recommended;</li> <li>• The passive protection of cables and electric circuits running through the garage shall be improved so as to extend the activity of emergency systems;</li> <li>• Obligatory installation of an adequate video surveillance system (equipped with temperature detectors) in the garages so as to enable a continuous and</li> </ul>			

	<p>immediate remote control (navigation bridge, ECR, etc.);</p> <ul style="list-style-type: none"> <li>• For the existing ships, evaluate the redundancy of electric systems supplying the pumps for the fixed extinguishing system of “Drencher” type so as to ensure the full operation of the system also in emergency conditions;</li> <li>• FSS code, chapter 9 – par. 2.3.2.1, should be amended in order to include also the technical specifications for smoke detectors to be installed inside open ro-ro cargo spaces.</li> </ul>
<b>675/2016-04</b>	Integrating the possibility to record in the VDR the audio data originating from ECR and including, among the registered data, the whole set of alarms recorded by the fire detection system;
<b>675/2016-05</b>	Implementing software for VDR of standardized and <i>open source</i> type and upgrade the applications used for data playback;
<b>675/2016-06</b>	The minimum distance among the vehicles lashed in the garage and for enabling the operational and safe passage of the fire-fighting team on board shall be established;
<b>675/2016-07</b>	Providing in advance, while considering the ship operative nature, a detailed list of the cargo which shall be loaded, including also sizes and weight and any further technical requirements (for ex. electrical connection on board etc...) so as to enable the compilation of the cargo plan before departing;
<b>675/2016-08</b>	EU COMMISSION and IMO are invited to consider a review of the rules/legislation applicable to the reefer trucks and the refrigerating units installed on-board.