



# Casualty & Events Database

Delivering Maritime casualties and events data since 1976



IHS Markit & Trade Casualty and Events Data, lends itself to many diverse uses when evaluating the number, type and distribution of incidents that have been reported over time. The data is utilised, for example, by governments looking to determine the number and type of incidents that have occurred within their geographical domains over time. Classification Societies are interested in checking the casualty histories of ships that they intend to class. Insurance companies follow a similar path in evaluating the risk associated with ships that will enter their hull and machinery portfolio, and flag authorities can use this data to benchmark their track record on casualties in relation to other flag States.

The scope of the database is orientated towards damage or breakdown to the ship, and events orientated incidents, such as pollution and piracy.

Whether it's a one-off study, tracking the safety record of a certain type of ship such as roll-on-roll off passenger vessels over time, or a service with regular hourly updates, IHS Markit can provide a series of well researched, highly structured records with content covering the time and geographic location of the incident, type of incident, extent of the damage, loss of life, levels of pollution, and a descriptive narrative of the events that make up the incident. Details are also available on the outcome of the incident, whether it results in non-serious damage, or total loss or demolition, and every compartment/component of the ship is covered.

#### A Typical Case Study

Data scope and quality is imperative to low-risk decision making. How best to create an application to reduce the risks of chartering ships to a negligible level, so as to minimize legal implications or adverse publicity, leading to increased costs and brand impairment.

A typical user case, would be an oil company considering the use of casualty and events data in their ship vetting/screening application, as a basis for assessing whether a ship is suitable for charter to carry a specific type of cargo, such as crude or LNG. They will utilise this dataset along with Port State Control (PSC) inspections and detentions, and changes of owner, flag and class, to determine the track record of the owner and technical manager.

These companies are the most enthusiastic advocates of inspections and screening as they know that major pollution incidents result in public, national and international media outrage. This is known as tainting and they do not underestimate the power of the media to keep the bias alive.

Hence, a regular data feed of ships, combined with casualty and events data, can help underpin an inspection system and make it easier to select the best ships available for charter in terms of quality.



# Casualty & Events

IHS Markit has recorded serious and non-serious casualties for tankers since 1 January 1976.

In addition, serious incidents have been recorded for other vessel types since 1978.

## A non-serious casualty

A minor incident or slight damage which does not impact upon or alter the trading pattern/schedule of the ship. This type of incident will not result in extreme damage, breakdown or incur financial loss. Note: None serious incidents are only recorded for vessels other than bulk carriers and tankers since 2012.

## Serious casualty

Where there is structural damage, breakdown or total loss which renders the ship unseaworthy.

## A total loss or demolition

When the vessel has been lost at sea or incurred damage that has damaged it beyond economical repair. As a result the ship could end up being recycled.

## Events

This incorporates piracy and pollution events and will eventually encapsulate a whole range of activities such as theft of cargoes and loss of life on the ship not consequent upon a casualty.



# Components of the Events Data



| Events Data Sources                  |  |
|--------------------------------------|--|
| Coastguards/SAR/<br>Govt. agencies   | IHS Markit local offices<br>& correspondents |
| News agencies/Media                  | Personal contacts                            |
| Classification Societies             | Shipbrokers                                  |
| Harbour Masters/<br>Port Authorities | Maritime<br>Administration bodies            |

## Events Data



### PRODUCT RANGES





# Components in detail



## Casualty Alerting Service

24-hour, 7 day a week E-mail alerting system giving priority notification of Casualty and Security events meeting previously described criteria, and additionally reporting events to smaller vessels under 100 GT

- The following information is provided in the alert where known
  - Date and time of incident
  - Vessel name (& IMO number if appropriate)
  - Type of Vessel
  - Type of Incident (Collision, Piracy, Humanitarian etc)
  - Location of incident



## Serious Casualties

Defined as vessel incurring significant damage and/or withdrawn from service

- To all qualifying vessels
- Covering last 40 years
- Comprehensive event detail including -
  - Date/time and exact location
  - Categorisation of incident - collision, fire, sinking, mechanical failure etc.
  - Extent of damage to vessel
  - Human casualties and/or pollution
  - Voyage details and cargo carried
  - Salvage operation if applicable
  - Total loss demolition details



## Non Serious Casualties

Defined as vessel incurring minor damage with no significant out of service time

- To all tankers and bulk carriers over the last 40 years
- To other vessel types since 2012
- Same level of event detail as Serious Casualties



## Piracy & Security incidents

For all sea going vessels over 100GT since 2013

- Covering last 5 years
- Including security related events -
  - Hijacking
  - Boarding
  - Robbery (Including cargo theft)
  - Counter-Piracy
  - Kidnapping
  - Piracy Attack
  - Suspicious Approach



## Pollution incidents

Covering pollution incidents as a consequence of a casualty incident for the last 40 years, and including non casualty related incidents since 2016

- Including causes such as -
  - Accidental discharge by crew
  - Failure of bunkering/loading hoses
  - Overfilling of bunker tanks
  - Damage to jetties/shore installation
  - Detailing type and extent of pollution, and subsequent clean up operations

## About IHS Markit

IHS Markit (Nasdaq: INFO) is a world leader in critical information, analytics and solutions for the major industries and markets that drive economies worldwide. The company delivers next-generation information, analytics and solutions to customers in business, finance and government, improving their operational efficiency and providing deep insights that lead to well-informed, confident decisions. IHS Markit has more than 50,000 key business and government customers, including 85 percent of the Fortune Global 500 and the world's leading financial institutions. Headquartered in London, IHS Markit is committed to sustainable, profitable growth.

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