



INTERIM REPORT

Art. 16.2 Law 4033/2011 (art. 14.2 Directive 2009/18/EC)

MARINE CASUALTY SAFETY INVESTIGATION

Death of one truck driver inside the garage of Ro-Ro Cargo EUROCARGO TRIESTE

Marine casualty

Safety Investigation

Law 4033/2011 as amended and applies

(summary extract of art. 1.b, 4.1.a & 4.1.b)

The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances that caused the marine accident or incident through analysis, to draw useful conclusions and lessons learned that may lead, if necessary, to safety recommendations or proposals addressed to parties or stakeholders involved in order to take remedial actions, aiming to prevent or avoid future marine accidents.

Points of Interest

- This Interim Report has been prepared by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.
- The Interim Report has been published for the sole purposes of the safety investigation process with no litigation in mind and should be inadmissible to any judicial or other proceedings (administrative, disciplinary, criminal or civil) whose purpose is to attribute or apportion blame or liability.
- The Interim Report only aims to present a concise summary of the events occurred on the 6th of October 2016 that led to the "very serious marine casualty".
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

Very Serious marine casualty

OCTOBER 2017

HBMCI conducts the safety investigation of issued marine casualty as the Lead Investigating State. The content of this Interim Report is based on current available information and data collected and analyzed during the safety investigation process into captioned marine casualty. The completion of the procedure as defined in relevant legislation may reveal or identify new information, data or evidence and consequently cause changes or amendments in data provided by this Interim Report. All times quoted Local Times (UTC +3).

Marine casualty synopsis

On 06 October 2016 at approximately 12:40, one truck driver who had entered the garage of Ro-Ro Cargo EUROCARGO TRIESTE at the port of Patras, Greece, in order to load a pair of cargo containers connected onto the 2 part lorry trailer he was driving, was fatally injured while standing beside his vehicle, due to the fact that the lorry moved unexpectedly and trapped him against the garage Stbd side plating. At the time of the casualty the vessel was still almost unloaded.

Ro-Ro Cargo EUROCARGO TRIESTE

EUROCARGO TRIESTE was a 11,600 / 26,536 DWT / GT Ro-Ro Cargo ship flying the flag of Malta and registered with RINA Class, built in 1997 in Italy, with a four (4) car deck arrangement. During the casualty period she was trading in the Mediterranean region conducting round voyages between Italy and Greece calling at the Italian ports of Ravenna, Bari and Venice and the Greek port of Patras.

The involved truck and containers

The truck involved in the casualty was a DAF XF105.460 type fully automated, connected with a pair of trailers for the carriage of 2 cargo containers (TEU). Each one of those containers could be stowed autonomously (without remaining onboard its trailer) by means of four (4) suspending supporting legs which had to be secured in position by an operator assigned by the truck company. The assigned operator was usually the company's truck driver.

The Casualty

On the day of the casualty EUROCARGO TRIESTE had arrived at Patras roads (New Port) at 09:30 from Bari and had berthed by stern on Dock "D" with her ramp ashore. Her discharging operation was completed at 11:20. At 12:20 the loading operation commenced with the vessel's Chief Officer being in charge of the operation. After receiving the loading list from the Company's port Agent he decided on the garages loading sequence and distributed the vessel's crew to the corresponding decks accordingly. One (1) Deck Officer with three (3) Ratings were assigned with the loading of the main deck garage (Deck 2) and one (1) Deck Officer with three (3) Ratings were assigned with the loading of the garage on Deck 4. For the loading of the containers carried by the truck involved to the casualty, the Chief Officer ordered one O/S from Deck 2 to assist the truck driver by showing him the containers stowage position, on Deck 3.

The stowage position that was usually used for the containers of the specific Shipper was located at the stbd side fwd end of the garage on Deck 3. The same position was to be used on the day of the casualty, as well. At approximately 12:30 the involved in the casualty truck, was driven on Deck 3 and its 69 year-old driver who had aligned it with the loading lane no 2 of the garage, started moving it backwards (toward ship's fore). At approximately 12:40 and while the truck's left side (driver's side) was already against the garage's stbd side bulkhead plating, the driver decided to leave the truck cabin, in order to enter the narrow corridor formed between the truck's left side and the garage plating, probably to make additional arrangements related to the position of the front container's supporting leg.

Unfortunately while the driver was still inside that confined space, the truck started moving forward (towards the ship's aft) due to the fact that its handbrake had not been activated by the driver before his descent. As a result the driver was entrapped between the suspended container's forward left supporting leg and one of the garage's stbd side plating pillars. The O/S who at the time was preparing the lashing equipment for the containers standing near the trailer's back right part, heard the driver asking for help and after seeing him trapped he ran to the main garage (Deck 2) to inform the Chief Officer. The driver remained entrapped in that position for a few minutes, until his vehicle was removed after being towed sideways by use of chains attached to three (3) Tug Masters. His releasement was planned by the ship's Master and the Chief Officer and the Tug Masters' drivers.

The severely injured driver was received by an ambulance which arrived at the scene at approximately 12:55 and was transferred to the local public hospital where his passing due to his injuries was confirmed.

Investigation

The safety Investigation and analysis conducted has highlighted contributing and underlined factors that led to the death of the driver. Such factors include in random order insufficient supervision, poor judgment, loading procedures and others as will be listed in the expected Final Report.

Final safety Investigation Report

A draft safety Investigation report is under preparation and is expected to be finalized shortly and circulated to involved and interested parties for consultation. The final safety Investigation report will subsequently be issued following the consultation period.



**Marine casualty
Safety Investigation
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applies**
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FACTUAL INFORMATION

VESSELS' PARTICULARS

Name	EUROCARGO TRIESTE
Flag	Malta
Port of Registry	Valetta
Ship's type	Ro-Ro Cargo Ship
IMO	9131515
Call sign	9HA3276
LOA (m)	185.00
Breath (m)	25.20
Year of built	1997
Shipyard	Fincantieri Cantieri Navale, Italy
Construction material	Steel
DWT	11,600
Gross Tonnage	26,536
Engine / Power / Speed	(2) MAN 9L58/64 / 25020 kW / 22 kn
Classification Society	Registro Italiano Navale (R.I.NA.)

Voyage Particulars

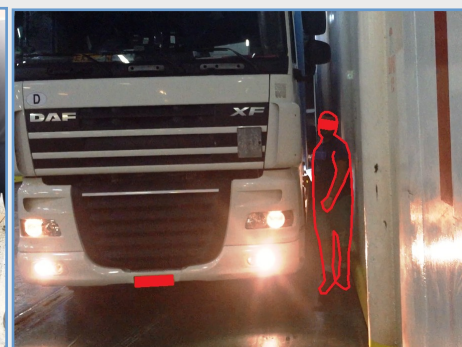
Date of departure	05/10/2016
Trading Area	International
Crew / Minimum Safe Manning	26 / 15

Marine Casualty Information

Date & time	06 October 2016, 12:40 Local Time
Type of marine casualty	Very Serious marine casualty
Weather & environmental conditions	Wind Variable 3 Bf / Sea state smooth / Good visibility
Location of casualty	Patras New Port / Dock "D", Greece (Lat.: 38° 50.83' N / Long.: 21° 43.20' E)
Damages to ship	None (minor scratches of garage stbd side plating)
Damage to equipment	None
Fatalities / injuries	01 / -

EUROCARGO TRIESTE

Container's supporting leg and estimated position of the casualty



Intended position of containers stowage in the garage (a) and position of the casualty (b):

