

International Safety @ Sea Week 2025



The Future of Maritime Safety Navigating the Next Frontier

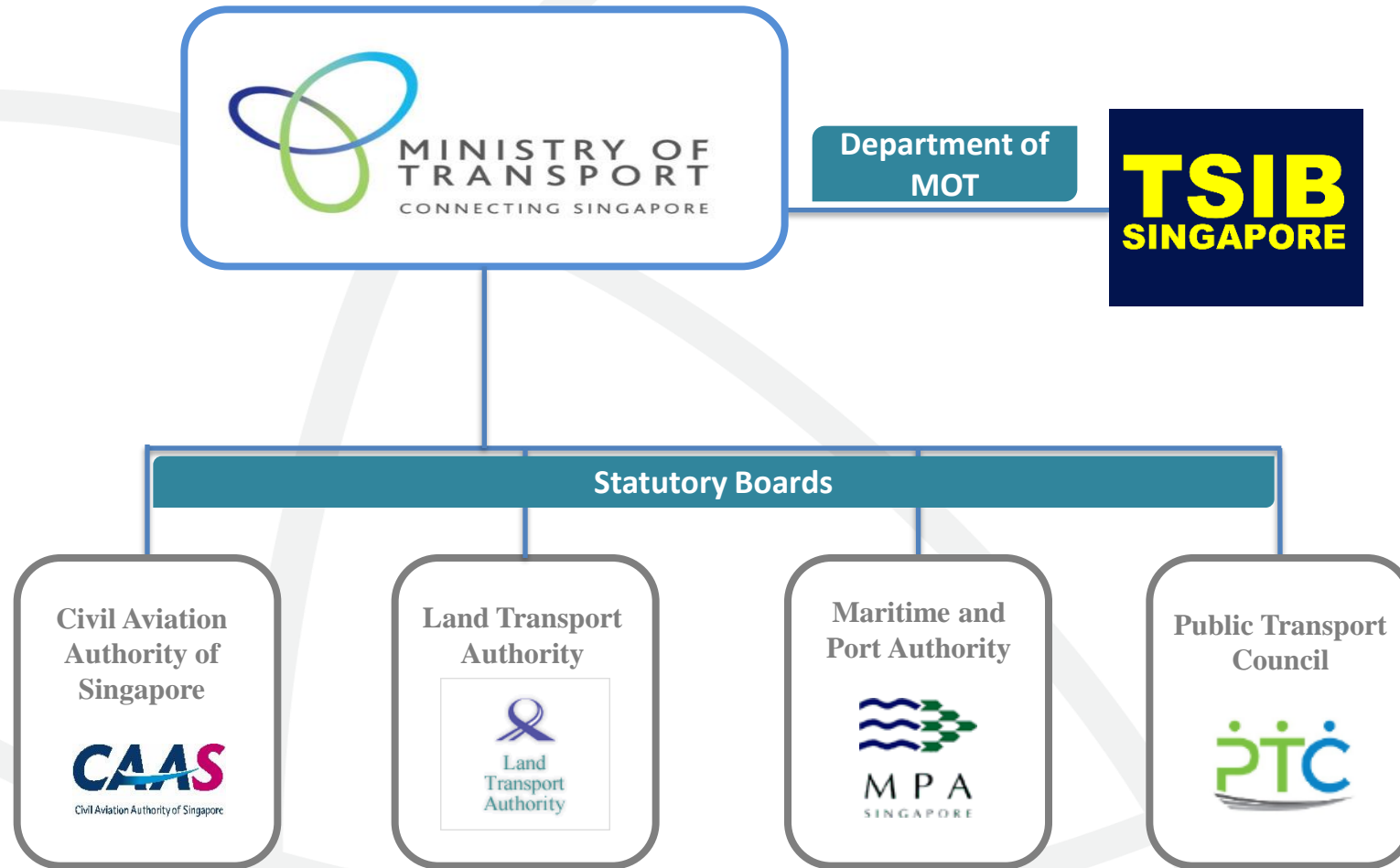
"Advancing Harbour Craft Safety"

Capt. Jamaludin Jaffar
Senior Investigator, TSIB
At Southern Depot, Gillman Barracks
18 July 2025

About TSIB

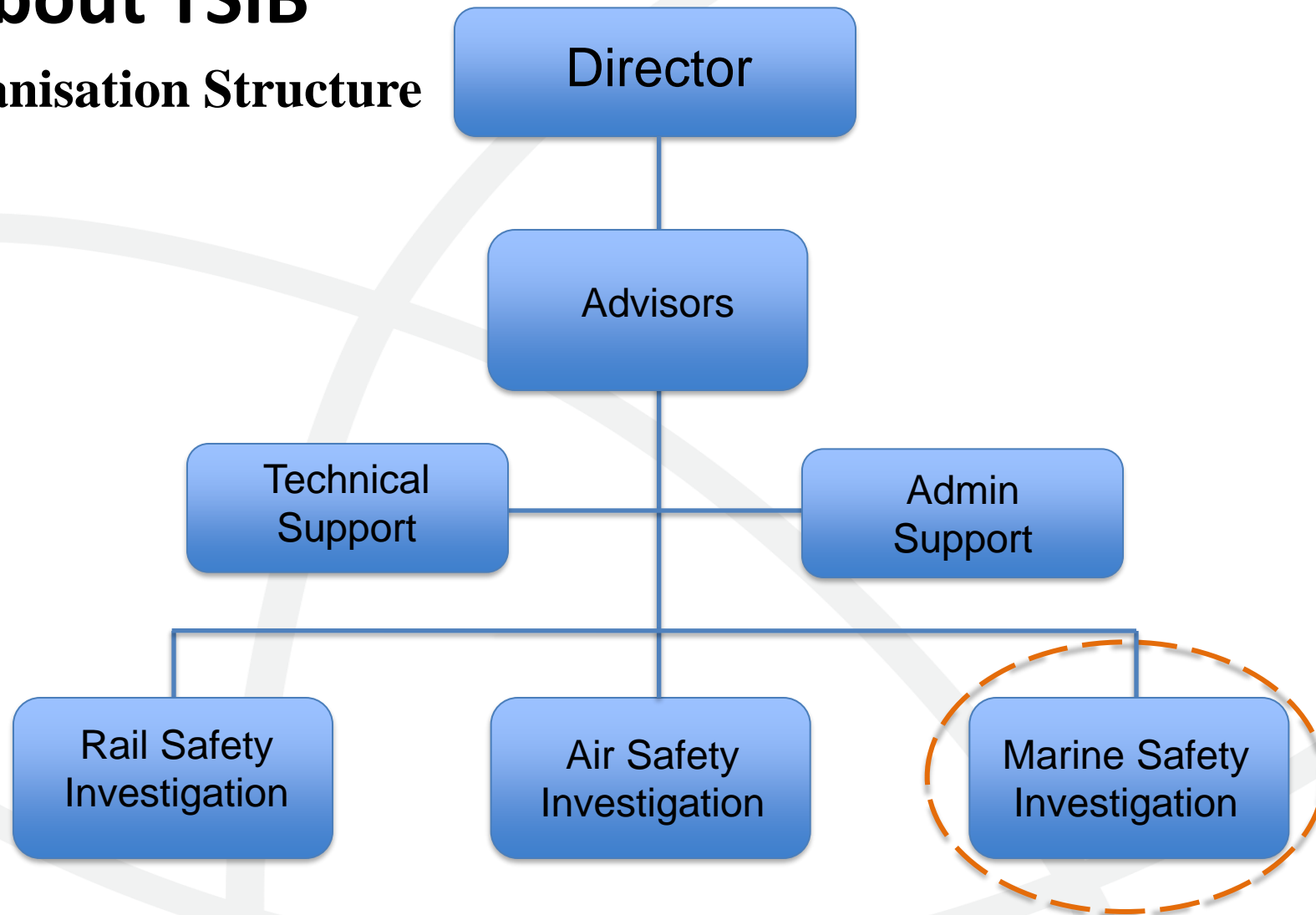
- Set up in October 2002 as AAIB Singapore
- Included marine safety investigation in August 2016 and renamed as TSIB
- Included Rail Safety Investigation in 2020
- TSIB – Aviation, Marine and Rail (**multi-modal**)
- Independent of regulatory authorities (CAAS, MPA and LTA), judicial authorities and service providers

About TSIB



About TSIB

Organisation Structure



About TSIB

Mission

To promote aviation, maritime and rail safety through the **conduct of independent and objective investigations** into air, marine and rail accidents and incidents

Objective

To identify the root cause and provide lessons learned so as to prevent similar marine casualties and marine incidents in the future



**Independent / Objective
Safety Investigation**

Note: It is not the objective to apportion blame or determine liability, but cannot prevent others from inferring blame or liability from investigation's findings. Does not preclude other civil, criminal and administrative proceedings or investigations (e.g. by regulator, police, coroner)

What is Safety Investigation About?

What had happened?

How it happened?

Why it happened?

Analysing holistically – individual and organisational, procedures and practices, regulations and guidelines, software and hardware, etc.

NOT to apportion blame

NOT to determine liability



Relevant legislation

Transport Safety Investigations Act 2018 (TSI Act)

- Passed by Parliament on 6 Aug 2018
- **In operation on 1 Jan 2024**
- Encompasses aviation, maritime and rail investigations

Transport Safety Investigations (Marine Occurrences) Regulations 2023 – TSI(MO)R

- Published on 20 Dec 2023
- In operation on 1 Jan 2024

Past Investigation examples

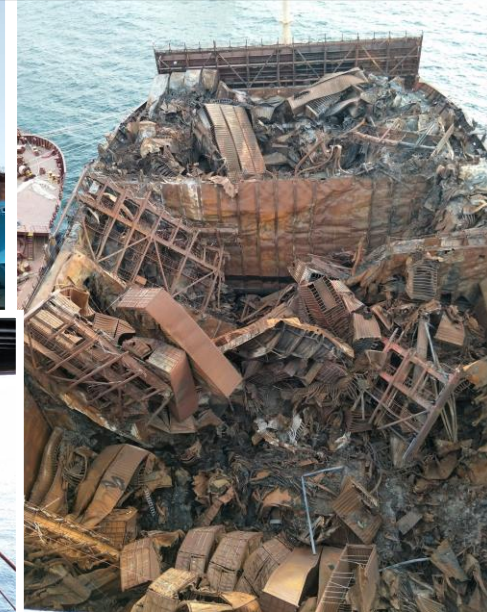
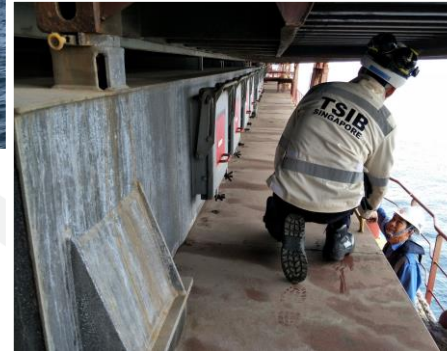
X-PRESS Pearl container ship fire on 20 May 21



Collision of US Navy ship with Liberia merchant ship on 21 Aug 17



Maersk Honam container ship fire on 6 Mar 18



Capsize of sand dredger in STW on 13 Mar 17



Why Harbour Craft (HC) Safety Matters

- Harbour craft play a vital role in day-to-day port operations — supporting crew transfers, cargo movements, and essential marine services.
- Safety continues to be a concern, with incident reports and near misses involving HC operations still being received.
- Many operators face increasing demands — tight turnarounds, ageing vessels, and limited manpower — all of which can put added pressure on daily operations.

What Are the Key Challenges?

- Navigational awareness in confined waters
- Safe transfer of personnel
- Fatigue and work-rest compliance
- Limited adherence to risk assessments / toolbox briefings
- Communication between main ship & HC crew

What Have We Learned from Recent Cases?

- Example 1: Engine room fire – evacuation and firefighting lapses
- Example 2: Personnel transfer injury – non-use of lifejacket and unsafe boarding
- Key learning points

Advancing HC Safety – Key Priorities

- Foster a just reporting culture – report near misses
- Reinforce basic compliance (lifejackets, red zone, stop work)
- Align contractor expectations through bridging documents
- Invest in HC crew training and induction
- Introduce HC-focused safety indicators (e.g. incident trends, transfer checks)

Ground Realities for HC Operators

- Constraints: space, weather, fast turnaround
- Multi-party operations (e.g. shipowner, operator, broker)
- Complexity in enforcing SOPs

What Are We Doing About It?

- Port Authority initiatives (e.g. safety alerts, inspections, education)
- Engagement with companies (contractor briefings, stand-downs)
- Use of safety reporting (TSIB investigations, lessons shared)

What We Need From Everyone

- Shared responsibility: ship, HC, agent, shore
- Speak up: if it's unsafe, stop
- Let safety lead, even when under time pressure

Legal Basis for Reporting

- Transport Safety Investigations Act 2018 (TSI Act)
- TSI (Marine Occurrences) Regulations 2023 [TSI(MO)R]
- Merchant Shipping Act 1995 (MSA 1995)

Who Must Report?

Defined as 'Responsible Person' under TSI Act:

- Ship's Master
 - Owner
 - Person-in-Charge (e.g. ISM Manager)
- ❖ Reporting must not be delayed awaiting instructions from shore

Reporting Marine Casualties and Incidents

Understanding the Reporting Framework

- MPA Shipping Circular No. 2 of 2024 | TSI Act & TSI(MO) Regulations

Immediately Reportable Matter (IRM)

- A very serious marine casualty (VSMC)
 - Death
 - Loss of ship
 - Severe damage to the marine environment

Ordinary Reportable Matter (ORM)

- A marine casualty (other than VSMC) or a marine incident
e.g. fire, explosion, man-overboard, personal injury, collision, contact with port facilities, hull failure, loss of propulsion requiring a tow, etc.

Reporting Timeline

Immediately Reportable Matters (IRM) and Ordinary Reportable Matters (ORM):

- Regulation 6 of the TSI (Marine Occurrences) Regulations 2023 requires responsible persons to notify TSIB within 2 hours of any marine occurrence.
 - For IRMs:
 - TSIB requires a Subsequent Written Notice within 7 days.
 - MPA requires a written report within 24 hours (MPA Shipping Circular No. 2 of 2024).
 - For ORMs:
 - A written follow-up is only required if TSIB specifically requests it and must then be submitted within 7 days.
- Refer to MPA Shipping Circular No.2 of 2024

How to Report

- Email :
 - notification_of_marine_occurrences@mot.gov.sg
- **Duty phone:**
 - TSIB Duty Officer: +65 9628 3593

Use Initial Notice format (MPA Circular, pg. 3)

Common Gaps Noticed by TSIB

- Delayed Initial Notice
- Missing critical details (e.g. coordinates, time)
- Incomplete Subsequent Written Notice
- **Lack of reporting minor incident**

Reminder: proactive reporting is part of SMS compliance

Key Takeaways

- All marine occurrences must be reported promptly
- IRM: Initial Notice (2h), Full report to MPA (24h) & TSIB (7d)
- ORM: Initial Notice (2h), follow-up only if required
- Use prescribed forms and keep evidence secure
- Early reporting enables better investigation and safety outcome



Reports published on MOT's website

TSIB (Marine) 24 Hr.

Accident Notification Number.: +65 96283593

Email: notification_of_marine_occurrences@mot.gov.sg

