

**SIMPLIFIED REPORT FOR MARINE INCIDENT
BY THE RO-RO NEPTUNE THALASSA
VTS Rules Infringement on arrival at the
Port of Koper Pilot Station
02. 01. 2024**



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REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO

SLUŽBA ZA PREISKOVANJE LETALSKIH,
POMORSKIH IN ŽELEZNIŠKIH NESREČ IN
INCIDENTOV

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MINISTRY OF INFRASTRUCTURE

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SIMPLIFIED REPORT FOR MARINE INCIDENT BY THE RO-RO NEPTUNE THALASSA

26. 07. 2023

VTS Rules Infringement on arrival at the Port of Koper

Pilot Station 02. 01. 2024

Capt. Vladimir Vladović

Marine Accidents Investigator

MINISTRY OF INFRASTRUCTURE

Air, Marine and Railway Accident and Incident
Investigation Unit

Izola, 20. 01. 2024

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Extract from the Maritime Code of the Republic of Slovenia (Official Journal of the Republic of Slovenia, No. 62/16 - Official Consolidated Text, 41/17, 21/18 - ZNOrg, 31/18 - ZPVZRZECEP, 18/21, 21/21 - Amended and 76/23)

Chapter XI - INVESTIGATION OF MARITIME ACCIDENTS

Article 200a

The purpose of investigation of maritime accidents under this Act is not to establish the responsibility or fault, but to determine the causes of accidents and to prevent similar accidents.

Article 200e

Data obtained by an investigator during the investigation of a maritime accident shall be confidential and not publicly available. These data may be publicly available only if there is prevailing public interest arising from the investigator's final report on a maritime accident.

Article 200g

The investigation of a maritime accident shall be independent from investigations of criminal acts or other parallel investigations the object of which is the identification of responsibility and determination of fault. These investigations shall not unduly inhibit, interrupt, or defer the investigation of maritime accidents.

Information:



The Marine Accident and Incident Investigation Reports are published on the website of the Ministry of Infrastructure at the following address:

<https://www.gov.si/drzavni-organi/ministrstva/ministrstvo-za-infrastrukturo/o-ministrstvu/sluzbe-za-preiskovanje-letalskih-pomorskih-in-zelezniskih-nesrec-in-incidentov/preiskovanje-pomorskih-nesrec-in-incidentov/>

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All times mentioned in this report are local (UTC+2h) unless otherwise stated.

The provisions of the international conventions referred to in this report must be interpreted and understood in the light of the full text of those conventions, including any annexes.

This report is published in identical Slovenian and English versions. In case of any disputes or disagreements, the Slovenian version of this report shall apply.

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ANNEXES

No Annexes attached

MEANING OF TERMS

| Concept / Abbr | Description |
|---------------------------|--|
| AIS | - Automatic Identification System |
| BA | - British Admiralty |
| CNP | - Traffic Control Centre (SMA) |
| COG | - Course Over Ground |
| GT | - Gross tonnage |
| kt, kts | - Knot, knots |
| kW | - Kilowatt / Kilowatt |
| LOA | - Length Over All |
| LPP | - Length Between Perpendiculars |
| EN | - Local time |
| m | - Meter |
| M | - Nautical mile |
| MBL | - Minimum Breaking Load |
| MMSI | - Maritime mobile service identity |
| OOW | - Officer Of Watch |
| ROT | - Rate of Turn |
| SMA | - Slovenian Maritime Administration |
| SOG | - Speed Over Ground |
| SOLAS | - International Convention for the Safety of Life at Sea |
| T | - Tone (metric tons) |
| TRT | - Port of Koper Bulk cargo terminal |
| UKC | - Under Keel Clearance |
| UTC | - Universal Time Co-ordinated |
| VHF | - Very High Frequency (Radio) |
| VNT | - Port of Koper Multi-purpose terminal |
| VTS | - Vessel Traffic Services |



Figure 1: RO-RO NEPTUNE THSALASSA, (source: MarineTraffic.com)

SUMMARY

NEPTUNE THALASSA was arriving at Port of Koper on January 02nd 2024. On initial contact with pilots on VHF Ch. 08 approximately two hours before arrival to P/S, vessel was informed that the berth is occupied and instructed to wait for the pilot on P/S "B" upon her arrival. At 16.58 LT the vessel crossed the Port Limits (Long 013⁰ 40,0' E) and kept proceeding toward P/S "B".

At 18:31 LT passed P/S "B" and kept proceeding toward port entrance for Basin I.

Despite clear instructions from duty officer at SMA Traffic Control Center to not to proceed ahead and to wait a pilot, the ship only stopped at 0,7 M after passing P/S "B" toward approach of canal entrance to Basin I. The Master has been warned in total three times to low down and then to stop the vessel.

Clearly, the Master did not follow the given instructions about boarding a pilot at a designated pilot station to ensure the safety of navigation. Violation of the of the existing rules clearly and intentionally continued by proceeding without a mandatory pilot toward Basin I Canal entrance in the area where pilotage is mandatory as laid down in Article 81. of the Maritime Code (Official Gazette No. 76/23).

Violation has been reported by Traffic Control Center duty office and information was provided to Maritime Inspection Division officer.

The analysis of the incident concluded that, notwithstanding the information given and the repeated warnings, the master of the ship had violated the provisions of the Maritime Code and the Rules on Pilotage. The Neptune Thalassa regularly calls at the freight port of Koper and the master should have been aware of these provisions. The Maritime Administration of the Republic of Slovenia and the Port of Koper have also issued information guides for shipmasters, which have been distributed by the ship agents to shipowners and masters and are also available on the websites of the Maritime Administration of the Republic of Slovenia and the Port of Koper.

CHAPTER 1 - FACTUAL INFORMATION

1.1. SHIP'S PARTICULARS

| SHIP'S PARTICULARS | |
|---|--|
| Name of ship | NEPTuNE THALASSA |
| Type of ship | RO-RO |
| Owner | EPICURUS NAVIGATION CO LTD |
| Operator | NEPTUNE LINES SHIPPING & MANAGING ENTERPRISES S.A. |
| Year of construction | 2014 |
| Classification Society | DNV-GL |
| Flag | GREECE |
| Port of entry | PIRAEUS |
| IMO number | 9668506 |
| MMSI number | 241859000 |
| Call sign | SVDU4 |
| Length | 170,00 |
| Width | 28,00 |
| Maximum draft | 8,716 |
| Maximum height | 39,23 |
| Gross tonnage (GT) | 37.692 |
| Net tonnage (NT) | 11.308 |
| Displacement (D) | 18.552 |
| Engine | Hyundai-Man B&W 7WS50ME-C8.2 |
| Engine power | 9330 kW x 119 RPM |
| Thrusters | BT 2 x 900 kW, ST 1 x 900 kW |
| Propellers | Controlable Pitch 4 blades / D5700 mm |
| VOYAGE INFORMATION | |
| Previous port | Piraeus |
| Port of destination | Koper |
| Voyage type | International |
| Cargo | Vehicles |
| No. of Crew | 23 |
| CASUALTY OR INCIDENT INFORMATION | |
| Date and Time | 02.01.2024 at 18:31 LT |
| Type of accident or incident | Marine Incident |
| Location of the event | Port of Koper, pilot station |
| Part of the ship | -/- |
| Human injuries / casualties | -/- |
| Environmental pollution | -/- |

| | |
|-----------------------------------|-------------|
| Ship's operations | Maneuvering |
| Travel segment | Arrival |
| Weather and weather effects | Calm |
| Draft at the time of the accident | 8,70 / 8,70 |

In accordance with the provisions of Article 2(2)(1) of the Regulation on the investigation of marine casualties (Official Journal of the Republic of Slovenia No 67/11), a marine casualty is any occurrence on board or in connection with a ship where:

- a person dies or suffers serious injury in connection with the operation of the ship:
- a person falls from the ship due to the operation of the ship,
- the ship is lost, presumed lost or abandoned,
- the ship is damaged,
- the boat runs aground, unless she runs aground for a short period of time on purpose and is not damaged as a result,
- the ship is unseaworthy,
- the ship collides,
- property damage caused by the operation of the ship, or
- the environment is polluted as a result of damage to the ship or the operation of the ship.

1.2. DESCRIPTION OF EVENT

NEPTUNE THALASSA was arriving at Port of Koper on January 02nd 2024. On initial contact with pilots on VHF Ch. 08 approximately 2 h before arrival to P/S, vessel was informed that the berth is occupied and instructed to wait for the pilot on P/S "B" upon her arrival.

16.58 LT the vessel crossed the Port Limits (Long 0130 40,0' E) and kept proceeding toward P/S "B".

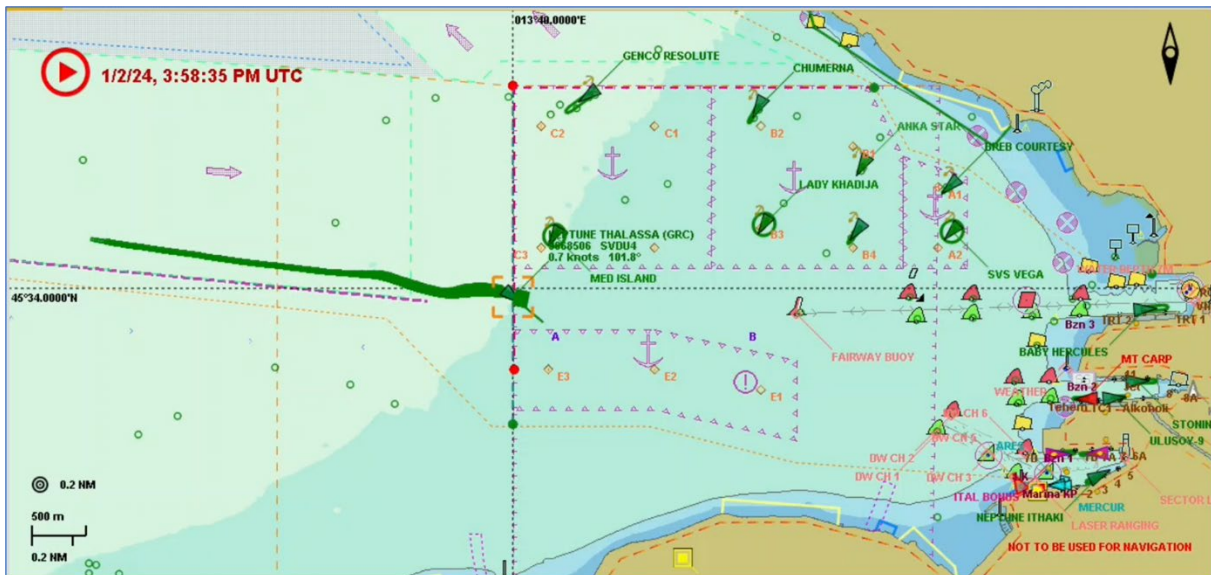


Figure 2: Passing Port limits (source:CNP)

At 18:30 vessel passed abeam of P/S, however not stopping, proceeding to Basin I entrance,

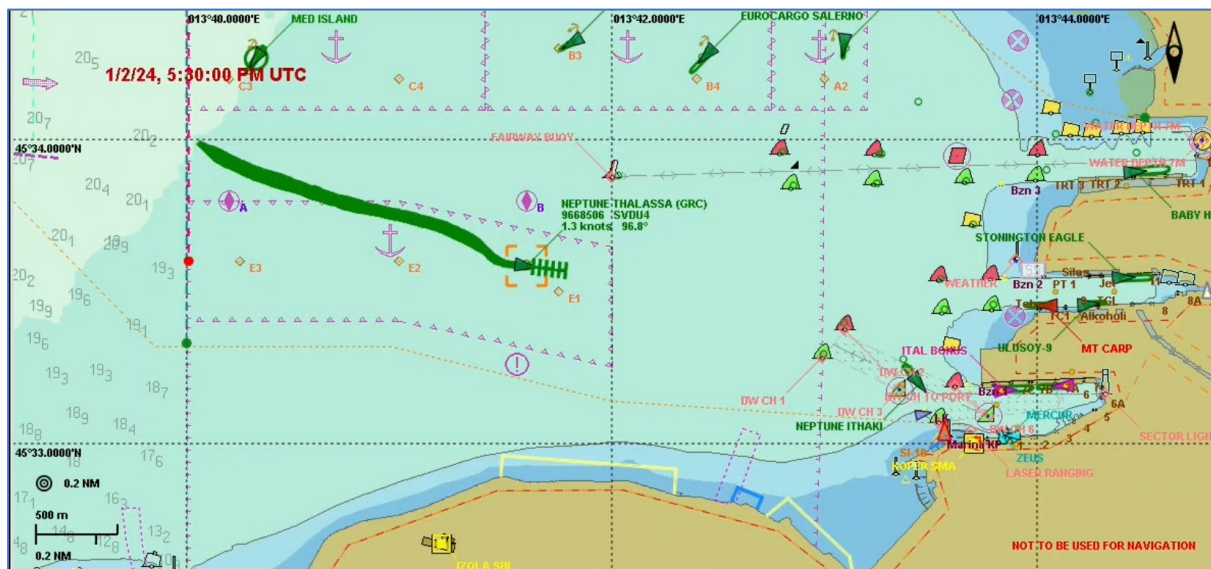


Figure 3: Situation at 18:34, 1st warning to stop the vessel (source:CNP)

At 18:34 Traffic Control Center duty officer warned the vessel and instructed to slow down and wait for the pilot,

At 18:35 Traffic Control Center duty officer issued second warning and instructed vessel to STOP.

At 18:40 Traffic Control Center duty officer issued third warning and instructed vessel to STOP.

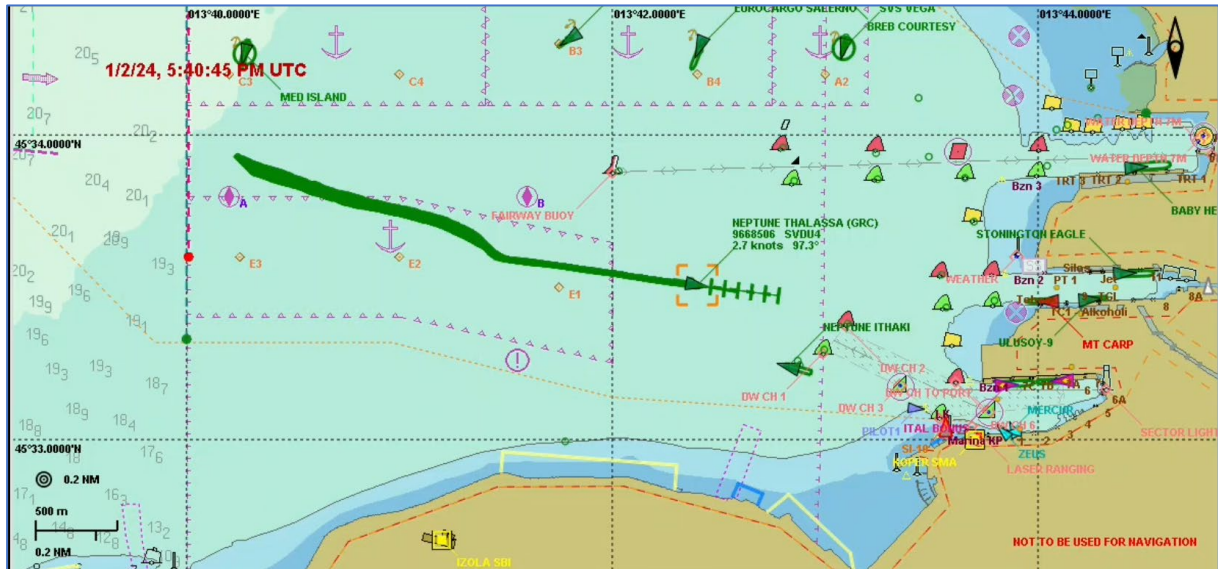


Figure 4: Situation at 18:40, 3rd warning to stop the vessel (source:CNP)

At 18:52 Pilot boarded the vessel and started pilotage.

Despite clear instructions from duty officer at SMA Traffic Control Center to not to proceed ahead and to wait a pilot, the ship only stopped at 0,7 Nm after passing P/S “B” toward approach of canal entrance to Basin I. The Master has been warned in total three times to low down and then to stop the vessel. Clearly, the Master did not follow the given instructions about boarding a pilot at a designated pilot station to ensure the safety of navigation. Violation of the of the existing rules clearly and intentionally continued by proceeding without a mandatory pilot toward Basin I Canal entrance in the area where pilotage is mandatory as laid down in Article 81. of the Maritime Code (Official Gazette No. 76/23). Violation has been reported by Traffic Control Center duty office and information was provided to Maritime Inspection Division officer.

1.3. IMPLICATIONS

Violation has been reported by Traffic Control Center duty office and information was provided to Maritime Inspection Division officer.

CHAPTER 2 – ANALYSIS OF THE FACTS

From the analysis of the event presented, it can be concluded that:

- Vessel has been informed timely regarding pilot boarding time while still 2,5 M from the P/S. master was informed that the berth is still occupied,
- Vessel did not stop at the P/S, instead she was proceeding toward Basin I approach channel entrance
- Master has been warned three times, of those twice to stop the vessel, only after 3rd time, vessel stopped, and awaited the pilot
- Duty officer at CNP reacted with delay to vessel's anticipated movement.
- Pilotage regulations states: "For the purpose of pilotage, two pilot stations are designated in the area of the freight port of Koper, where the pilot boards the ship, namely: Pilot station A: at position $\phi = 45^{\circ}33,8' N$ $\lambda = 013^{\circ}40,2' E$ (lateral to Viližan Bay), Pilot station B: at position $\phi = 45^{\circ}33,8' N$ $\lambda = 013^{\circ}41,6' E$ (0,4 Nm west of the safe waters mark)". For Neptune Thalassa is applicable P/S "B".

CHAPTER 3 – CONCLUSIONS

1. VTS rules violation

Violation of the of the existing rules clearly and intentionally continued by proceeding without a mandatory pilot toward Basin I Canal entrance in the area where pilotage is mandatory as laid down in Article 81. of the Maritime Code (Official Gazette No. 76/23).

CHAPTER 4 – SAFETY RECOMMENDATIONS

A safety recommendation is a proposal made by an investigating body, based on information obtained from an investigation, with the aim of preventing accidents or incidents.

Safety recommendation have not been issued. No new recommendations are needed.