

## Attachment 4

### **Best practice for Incident Reporting**

*Amendments to Seacure for Operations*



#### **Promoting the best practice**

At Green Award, we continue to aim to assist the participants of our certification/incentive scheme in further improving quality shipping, whether they are shipping companies, ports or other maritime service providers. Without saying, this also applies to unfortunate situations, namely incidents. Regardless of its severity or frequency, even for an entity running a voluntary certification body, we as Green Award have the responsibility to take incidents extremely seriously.

We see the act of [reporting incidents to relevant parties proactively](#), [sharing the prevention steps of reoccurrence](#) and [learning from the each other](#) as the best practice. Naturally, we undertake to hold details received in **strict confidence** but would like to include the unattributed data in **statistical analysis** protecting the source of information.

In order to promote the ship owners/managers to implement this best practice and to change the industry mindset, we have taken a step to create awareness by expanding the section on “incident reporting” in our Seacure for Operations. We have added a new sub-section in Chapter 4 Guidance to the Shipowner/Manager on top of modifying the regulations.

In day-to-day operations, we have many safety nets to ensure that incidents are thoroughly followed up on, including:

- i. being part of our regulations requesting proactive notification
- ii. verifying during application stage
- iii. daily check in 3<sup>rd</sup> party publications
- iv. verify a ship’s involvement in incident after every survey

As the fundamentals of an incentive scheme, Green Award is not here to punish the improvement areas but to **promote the best practice**.

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