

**2013 No. 2882**

**MERCHANT SHIPPING**

**The Merchant Shipping (Accident Reporting and Investigation)  
(Amendment) Regulations 2013**

<i>Made</i>	- - - -	<i>7th November 2013</i>
<i>Laid before Parliament</i>		<i>12th November 2013</i>
<i>Coming into force</i>	- -	<i>31st December 2013</i>

The Secretary of State for Transport makes the following Regulations in exercise of the powers conferred by section 267(3) and (4) of the Merchant Shipping Act 1995(a):

**Citation and commencement**

1. These Regulations may be cited as the Merchant Shipping (Accident Reporting and Investigation) (Amendment) Regulations 2013 and come into force on 31st December 2013.

**Amendment of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012**

2.—(1) The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012(b) are amended as follows.

(2) In regulation 2(1), in the definition of “EMCIP”, for “European Marine Information Casualty Platform” substitute “European Marine Casualty Information Platform”.

(3) In regulation 6(4), for “paragraphs 1(a) and (b) and (2)”, substitute “paragraphs 1 and 2(a) and (b)”.

(4) After regulation 13(7) insert

“(8) Information obtained from a voyage data recorder may be provided at the discretion of the Chief Inspector to the ship’s owner.”

Signed by authority of the Secretary of State for Transport

7th November 2013

*Stephen Hammond*  
Parliamentary Under Secretary of State  
Department for Transport

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(a) 1995 c.21.  
(b) S.I. 2012/1743.

## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations amend the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

Regulation 2(1) is amended to correct the definition of EMCIP.

Regulation 6 is amended to exclude the Maritime and Coastguard Agency from the requirement in regulation 6(4) to provide a report to the Chief Inspector.

A new paragraph (8) is added to regulation 13 to enable the Chief Inspector to provide information obtained from voyage data recorders, taken from a ship by an inspector in the course of a safety investigation, to the ship's owner without the need for the ship's owner to apply to a Court.

An impact assessment has been produced for this instrument and is available from the Marine Accident Investigation Branch, Mountbatten House, Grosvenor Square, Southampton SO15 2JU or from their website which is [www.maib.gov.uk](http://www.maib.gov.uk). A copy has been placed in the Library of each House of Parliament.

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