



**On 01<sup>st</sup> January 2026 the Marine Casualty Investigation Board (MCIB) will be dissolved. From 01<sup>st</sup> January 2026 the Marine Accident Investigation Unit (MAIU) will carry out Ireland's statutory marine accident investigations, taking over from the MCIB.**

Any MCIB investigation that is an ongoing investigation on 01<sup>st</sup> January 2026 will continue to be dealt with and determined by the MCIB investigator concerned or by an MAIU investigator, pursuant to the relevant statutory provisions and modifications.

**Until 01<sup>st</sup> January 2026 notifications of occurrences of marine accidents should be directed to the MCIB via the existing MCIB web address (<https://www.mcib.ie>) or by email to [info@mcib.ie](mailto:info@mcib.ie).**

**From 01<sup>st</sup> January 2026 notifications of occurrences of marine accidents should be directed to the MAIU by email to [info@maiu.gov.ie](mailto:info@maiu.gov.ie) or by telephone to 01-6040578.**

MCIB investigation reports will continue to be accessible either directly on the MAIU website ([www.maiu.gov.ie](http://www.maiu.gov.ie)) or by clicking on the existing MCIB web address (<https://www.mcib.ie>) which will automatically access the MAIU website.

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Section 23 of the Merchant Shipping (Investigation of Marine Casualties) Act 2000 as amended by the Merchant Shipping (Investigation of Marine Casualties) (Amendment) Act 2022 ( “the 2000 Act”) , and the European Communities (Merchant Shipping) (Investigation of Accidents) Regulations 2011 S.I. 226 of 2011 ( “the Regulations “) provide for the mandatory notification of (i) a marine casualty under the 2000 Act and (ii) a casualty or incident under the Regulations.

These obligations are set out in the first schedule to this notice.

The reporting must be made to the Board of the Marine Casualty Investigation Board (“the MCIB”) before the 01<sup>st</sup> January 2026.

The MCIB will be dissolved on the 01<sup>st</sup> January 2026 and replaced by the Marine Accident Investigation Unit (MAIU). On and after that date all parties who are obliged to make a report of a **marine accident** under the Merchant Shipping (Investigation of Marine Accidents) Act 2025 (“the 2025 Act”) will be obliged to make that report to the MAIU. These obligations are set out in the second schedule to this notice.

Notifications that are made to the MCIB after the establishment of the MAIU will not constitute notifications under the 2025 Act. You are advised to check with the MAIU at email: [info@maiu.gov.ie](mailto:info@maiu.gov.ie) to ensure that you are making the correct notification

### **First Schedule** **Notifications under the 2000 Act and the Regulations**

**23.—**(1) An owner, charterer, master, skipper, person in charge, ship’s agent, ship’s manager or ship’s husband of a vessel [ ship] involved in a marine casualty<sup>1</sup> [casualty<sup>2</sup> or incident<sup>3</sup>] shall, by using the

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<sup>1</sup> “**marine casualty**” means an event or process which causes or poses the threat of—

- (a) death or serious injury to a person;
  - (b) the loss of a person overboard;
  - (c) significant loss or stranding of, or damage to, or collision with, a vessel or property; or
  - (d) significant damage to the environment, in connection with the operation of—
    - (i) a vessel in Irish waters;
    - (ii) an Irish registered vessel, in waters anywhere; or
    - (iii) a vessel normally located or moored in Irish waters and under the control of a resident of the State, in international waters contiguous to Irish waters,
- and includes an accident or damage referred to in *section 26(1)(b)*;

<sup>2</sup> “**casualty**” means an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship:

- (a) the death of, or serious injury to, a person;
- (b) the loss of a person from a ship;
- (c) the loss, presumed loss or abandonment of a ship;
- (d) material damage to a ship;
- (e) the stranding or disabling of a ship, or the involvement of a ship in a collision;
- (f) material damage to marine infrastructure external to a ship that could seriously endanger the safety of the ship, another ship or an individual;
- (g) severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships, but does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment;

<sup>3</sup> “**incident**” means an event, or a sequence of events (other than a casualty), that

quickest feasible means, notify the Board of the casualty [casualty or incident] immediately he or she is aware that the marine casualty has occurred or commenced, or as soon as practicable thereafter.

(2) There shall be included in the notification such relevant information as is known to the person notifying the marine casualty [casualty or incident], including the name and description of the vessel [ ship], its position, the number of persons on board and as accurate a summary as possible of the marine casualty.

(3) A person required by *subsection (1)* to notify a marine casualty [casualty or incident] who without reasonable excuse fails to do so shall be guilty of an offence.

Note: where words are in square brackets those words replace the previous word(s) when the notification is in respect of a casualty or incident under the Regulations.

## Second Schedule

### Notifications under the 2025 Act

#### Initial notification of marine accidents

<https://www.irishstatutebook.ie/eli/2025/act/2/section/17/enacted/en/html#sec17>

**17. (1)** Subject to *subsection (5)*, the following persons shall, immediately on becoming aware of a marine accident<sup>4</sup> having occurred or commenced, or as soon as practicable thereafter, notify the MAIU of the occurrence or commencement of the marine accident:

- (a) the master of the ship or, if the master has not survived, the most senior surviving officer;
- (b) the owner of the ship, unless he or she is satisfied that the accident has already been reported by a person referred to in *paragraph (a)*.

(2) In addition to any notification made under *subsection (1)*, the following persons or entities shall, unless the circumstances are such that in his or her or its reasonable opinion it is unnecessary to do so, immediately on becoming aware of the marine accident having occurred or commenced, or as soon as practicable thereafter, notify the MAIU of the occurrence or commencement of the marine accident:

- (a) in the case of a marine accident within or adjacent to the limits of any harbour, the harbour authority for that harbour;
- (b) in the case of a marine accident on any inland waterway in the State, the person, authority or body having responsibility for that waterway;
- (c) in the case of a marine accident within Irish waters, the Irish Coast Guard;
- (d) in the case of a marine accident involving an Irish ship or a substantial interest of the State, irrespective of the location of the marine accident and of the flag of the

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has occurred directly or in connection with the operation of a ship that endangered or, if not corrected, would endanger, the safety of the ship, its occupants, any other person or the environment, but does not include a deliberate act or omission, with the intention to cause harm to the safety of a ship, an individual or the environment;

<sup>4</sup> “marine accident” means a marine casualty or a marine incident;

ship or ships involved, the Marine Survey Office.

(3) There shall be included in a notification under *subsection (1)* such relevant information as is known to the person making the notification, including the name and description of the ship, its position, the number of persons on board, if any, and as accurate a summary as possible of the marine accident.

(4) A person required by *subsection (1)* to make a notification who, without reasonable excuse, fails to do so commits an offence and is liable—

(a) on summary conviction to a class C fine, and

(b) on conviction on indictment to a fine not exceeding €500,000 or imprisonment for a term not exceeding 5 years, or to both.

(5) *Subsection (1)* shall not apply where the marine accident involves only a personal watercraft, recreational craft or small fast powered craft.