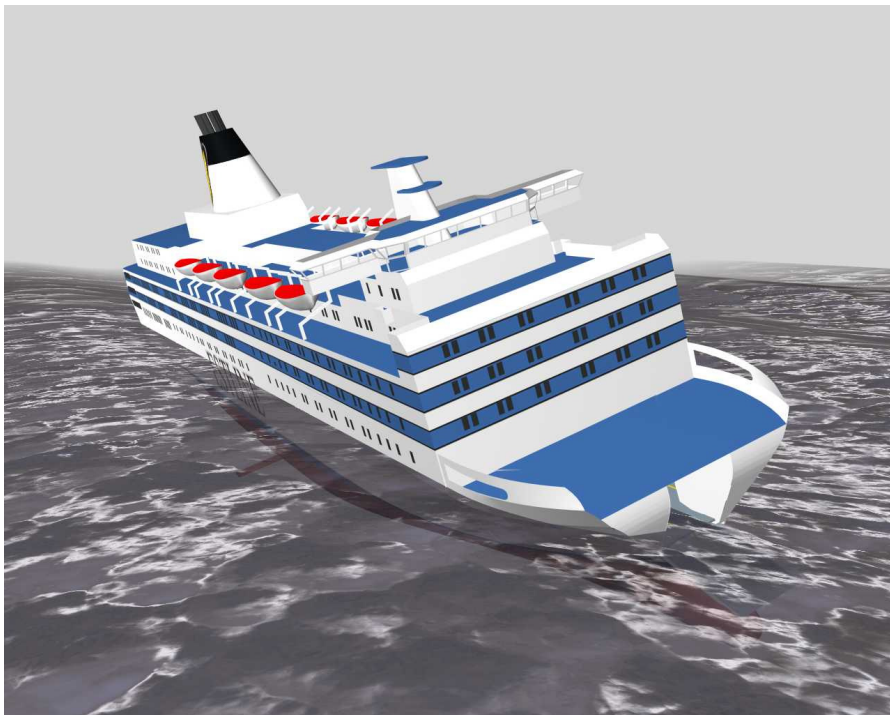




The Estonia Debate International Workshop



The Estonia Debate Continues Looking Back to Move Forward



UNIVERSITY OF
STRATHCLYDE

11 May 2007

The Ship Stability Research Centre
Department of Naval Architecture and
Marine Engineering, Glasgow, UK



UNIVERSITY
of
GLASGOW

Preamble

On the night of 27/28 September 1994, the ro-ro passenger ship MV Estonia sank in heavy seas in the Baltic Sea resulting in the loss of 852 lives, the largest civil catastrophe of the modern era; until the loss of the Egyptian ro-ro Ferry Al Salam Boccaccio '98. The enormity of the accident shook the foundations of the whole maritime community and has proven to be one of the milestones in reshaping maritime safety, a process that still continues.

However, the results of the official investigation of the accident, published some 37 months after the accident, failed to provide a sound explanation of the cause and sequence of the sinking of MV Estonia, thus fuelling a debate across the whole spectrum of the maritime profession. This debate grew with criticisms ranging from scientific reasoning to conspiracies. Much has been written and said in the intervening 13 years but most in the form of questions rather than answers. This could not possibly continue. History has shown that society cannot tolerate such loss of life and will not stop until all questions have been answered. Anything less would simply not be enough!

Research Study on the Sinking Sequence of MV Estonia

Responding to unrelenting pressure from the maritime community at large and in particular the Swedish people, the Swedish Government, in 2006, assigned VINNOVA (The Swedish Governmental Agency for Innovation Systems) in its capacity as the body responsible for the national Sea Safety Programme, to commission a research project to study the sinking sequence of MV Estonia with the view to get to the “bottom” of this accident. The overall goal of the research study is to understand the sinking sequence and explain the underlying causes of the loss of MV Estonia and hence derive suitable recommendations on design and operation of ro-ro passenger vessels in order to prevent such a tragedy from happening again. The results and impact are expected to improve the understanding of the

mechanisms and the underlying causes of the loss of MV Estonia and of the key contributing design and operational factors, thus providing the basis and the motivation for the significant safety improvement of ro-ro passenger ships. A special research call in two steps resulted in the commissioning of two consortia to undertake one research study each independent of the other:

The SSPA Consortium comprising

- SSPA Sweden AB in Gothenburg, Sweden (Co-ordinator)
- SSRC (Ship Stability Research Centre) / Safety at Sea Ltd, Department of Naval Architecture and Marine Engineering, Universities of Glasgow and Strathclyde in Glasgow, UK; (Technical Co-ordinator)
- MARIN (Maritime Research Institute Netherlands) in Wageningen, the Netherlands.
- Department of Shipping and Marine Technology, Chalmers University of Technology in Gothenburg, Sweden.

The HSVA Consortium comprising

- Hamburgische Schiffbau Versuchsanstalt GmbH (Hamburg Ship Model Basin) in Hamburg, Germany, (Co-ordinator)
- Technical University of Hamburg, Hamburg, Germany

The research study combines a wealth of ship design, analytical modelling, computer simulation and experimentation expertise, deployed to scrutinize and review the available evidence, to synthesise this into a loss hypotheses. The study was also to test these hypotheses through first-principles modelling studies and to finally demonstrate the established scenario of the loss through a physical experiment and through virtual modelling and simulation.

Looking Back to Move Forward

On 1 March 2007, a year will have passed since the launch of the research study during which period all available evidence has been centrally reviewed, loss scenarios proposed and ranked by an international panel of experts brought together for this purpose and an investigation launched using state-of-the-art tools and scientific rigour to pursue the truth in a systematic and transparent manner. All that has ever been said or done following the accident has been carefully considered and is thoroughly analysed before deciding on the next step forward. Moreover, a purposely set up website: <http://www.safety-at-sea.co.uk/mvestonia> invited any substantive information to be provided in written form for consideration in explaining the circumstances of the loss of the MV Estonia. All information provided is to be made available publicly through this site, or other media, after due scrutiny.

This MV Estonia Workshop is a manifestation of the SSPA consortium's intention to facilitate information exchange and to accommodate and promote healthy debate deriving from facts and scientific discovery.

We would like to take this opportunity to thank all sponsors, collaborators, colleagues and friends who helped SSRC in the crafting of a safety path and a way forward to continuous safety enhancement in the maritime industry.

Workshop Programme

Court Senate, Collins Building, 22 Richmond Street, Glasgow G1 1XQ

Chair: Dr Tom Allan

Opening

08:30 – 09:30 Welcome Address: Professor Dracos Vassalos

Opening Addresses: Minister of State for Transport – UK
Gunnel Färm, VINNOVA – SW
Principal of University of Glasgow
Principal of University of Strathclyde

Looking Back

09:30 – 10:00 Andes Ulfvarson
10:00 – 10:30 Werner Hummel, Meyerwerft
10:30 – 11:00 Coffee Break
11:00 – 11:30 Bertil Calamnius, AgnEf
11:30 – 12:00 John Graffman, VINNOVA

Lunch

12:00 – 13:00

Looking Forward

13:00 – 13:30 Petri Valanto, HSVA
13:30 – 14:00 Claes Källström and Björn Allenström, SSPA
14:00 – 14:30 Olle Rutgersson, Martin Schreuder, Chalmers University
14:30 – 15:00 Tea Break
15:00 – 15:30 Jan Blok, MARIN
15:30 – 16:00 Andrzej Jasionowski, SSRC

Debate and close

16:00 – 17:00 Tom Allan, Johan Franson, Markku Kanerva, Rolf Kjaer,
Dracos Vassalos, Claes Källström.

You are all cordially invited to a special reception!!!

The Principals of Glasgow and Strathclyde Universities are holding a special reception on the evening of May 10, to inaugurate the new premises of the Ship Stability Research Centre, located at the Centre for Marine Hydrodynamics, Acre Road, and to celebrate 10 years of safety enhancement through innovation.

The Ship Stability Research Centre (SSRC) was officially launched in January 1997 by the then U.K. Minister for Shipping Lord Goshen aiming to provide a focal point for active international collaboration on ship stability and safety and to instigate, promote and nurture safety-related research to help shape maritime safety at large. Pursuing this goal single-mindedly, over the past ten years, SSRC has become the world-leading centre of excellence on ship safety, acting as catalyst to mobilise, motivate and inspire the maritime community into thinking of safety in a new light by helping safety to be bestowed at the heart of the design process through systematic research and application and the provision of cost-effective safety solutions through innovation.

SSRC is responsible for generating over 100 million euros of research funding on maritime safety and for founding and Chairing / Coordination International Conferences, Workshops Research Committees / Networks, thus contributing towards establishing a critical mass to ensure long-term viability of ship stability and safety research and evolution of best practice.

The Reception will be held at the Ship Stability Research Centre on the 10th of May 2007, 6:30pm for 7:00pm.



The Estonia Debate International Workshop



Please signify your participation below

I will/will not attend the Reception on the 10th of May 2007*

I will/will not attend the Workshop on the 11th of May 2007*

**delete as appropriate*

Name.....

Company.....

Please return to:

**Fiona Cameron
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Henry Dyer Building
100 Montrose Street
Glasgow
Scotland
G4 0LZ**

Or by e-mail to f.cameron@strath.ac.uk