



Waterborne Transport



HORIZON EUROPE

FLARE

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Flooding Accident Response

Safe and Digital Waterborne Transport

The challenge

- The tragic accidents of Costa Concordia (and Express Samina/Sea Diamond before it) showed the vulnerability of passenger ships on side and bottom grounding, while long raking damages are not considered so far in SOLAS.
- The FLARE project adopts a risk-based framework to the assessment of all hazards that may lead to flooding of ship compartments and to disastrous consequences and demonstrates the applicability of the framework by a series of case studies.



The FLARE project

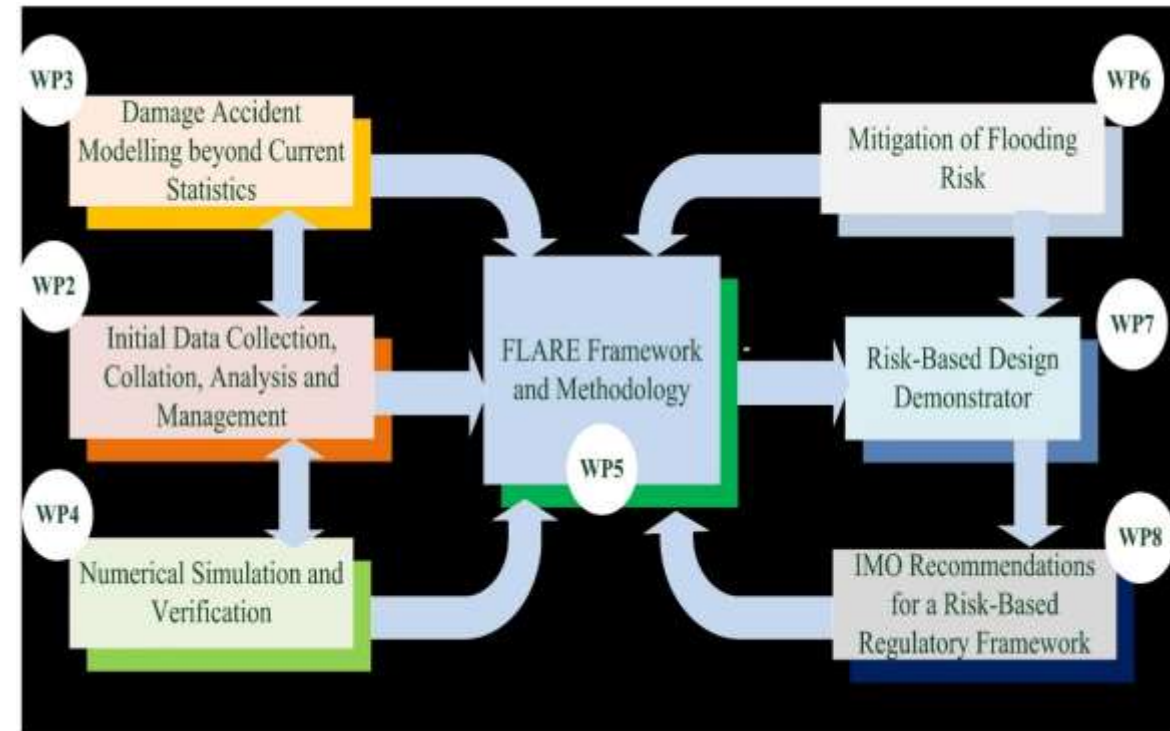
- Consortium



- Budget €9.375M with 100% EU support
- 42 Duration months, from June 2019 until November 2022.

Achievements

- Development and demonstration of a risk-based framework for the assessment of flooding risk and its impact on ship design and operation
- Exploration of design and operational Risk-Control Options (RCOs) and Cost Benefit Analysis (CBA)
- IMO Recommendations for a new generation of Risk-based Regulatory Framework for Passenger Ships (extendable to all types of ships)



Next Steps

- Submission of main results to the International Maritime Organisation (IMO) for consideration in the new generation of the SOLAS risk-based regulatory framework for passenger ships
- European maritime industry will capitalise the obtained results and the gained know-how in further strengthening their leading position in the international passenger shipbuilding market
- To disseminate generated knowledge to the international maritime community in order the developed risk-based framework on flooding response to be widely accepted as international standard for passenger ships (IMO)

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Q&A ?

Speaker will be available on the stand for the remainder of the day.

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- Horizon Europe Horizon Europe | European Commission (europa.eu)
- Waterborne TP: [Welcome to Waterborne - Setting the agenda for Maritime Research in Europe - waterborne.eu](#)