

## PASSENGER SHIP SAFETY

### Issues for consideration

#### Submitted by ICS

#### SUMMARY

<i>Executive summary:</i>	This document supports the inclusion of the new agenda item Passenger Ship Safety but emphasises that it is important to wait for the investigation report into the Costa Concordia to be published and fully analysed before any detailed consideration is given to proposals for regulatory change. In addition it is highlighted that the effect of any regulatory change may not just apply to cruise ships.
<i>Strategic direction:</i>	5.2
<i>High-level action:</i>	5.2.1
<i>Planned output:</i>	No related provisions
<i>Action to be taken:</i>	Paragraph 5
<i>Related documents:</i>	MSC 90/27, MSC 90/27/1, MSC 90/27/2, MSC 90/27/3

1. This document is submitted in response to the note by the Secretary-General provided at MSC 90/27 advising of work already underway within the Organization on passenger ship safety and that consideration of “the need for further improvement of safety standards of passenger ships should be based on the outcome of the casualty investigation of the **Costa Concordia** accident”. ICS strongly believes that safety remains the highest priority in the shipping industry and that the outcomes of accident investigations should be carefully considered as found appropriate to ensure the continual improvement of safety.

#### Introduction

2. ICS fully supports the inclusion of the new agenda item ‘Passenger Ship Safety’ in the work of the IMO and considers it paramount that any debate about the safety of passenger ships should continue to take place within IMO. The goal of any additional passenger ship safety discussions should be to ensure that another incident like the **Costa Concordia** should be prevented and that passenger ship safety continues to be improved through effective regulation and the implementation of IMO instruments.

#### Consideration of investigation outcomes and immediate actions

3. ICS fully agrees with the note of the Secretary-General that it is only after the publication and detailed analysis of the investigation reports into the **Costa Concordia**

accident, should consideration of action and regulatory change or review be undertaken. It is important that great care is taken not to make premature changes to regulations that might not, after analysis of the investigation findings, have been a factor in the accident.

4. ICS welcomes the information provided by CLIA in MSC 90/27/1 advising of the 'Operational Safety Review' and the undertaking to report findings to the Organization's relevant Committees and Sub-Committees. ICS believes such a focus on operational procedures will deliver important safety recommendations and improvements much more effectively than any premature reactive legislative measure that may not be found relevant once full knowledge of the accident has been gained

### **Ship types**

4. ICS notes that the various submissions for this agenda item primarily focus on the operation of cruise ships. However it is important for the Committee to note that SOLAS defines a passenger ship as "*a ship which carries more than 12 passengers*". Some of the proposals will undoubtedly have implications for other types of ships. ICS therefore recommends that during the discussions that take place under this agenda item, the potential effects of proposals on all ship types should be considered, particularly with respect to ships that are not cruise ships.

### **Action requested of the Committee**

5. The Committee is requested to note the information and take action as appropriate.