PASSENGER SHIP SAFETY

Cruise Industry Operational Safety Review

Submitted by the Cruise Lines International Association (CLIA)

SUMMARY

Executive summary: This document describes certain specific additional outputs from the Cruise Industry Operational Safety Review, which was undertaken immediately following the Concordia incident, under the leadership of CLIA, to address operational safety. These particular outputs relate to the subjects of passage planning and personnel access to the Bridge. This work will continue and recommendations will be provided to the industry, IMO and governments on an ongoing basis.

Strategic direction: 5.1

High-level action: 5.1.1

Planned output: None

Action to be taken: Paragraph 10

Related documents: MSC 90/27, MSC 90/27/1, MSC 90/27/2 and MSC 90/27/11

BACKGROUND

1 In response to the Concordia incident and as part of the industry’s continuous efforts to review and improve safety measures, the Cruise Lines International Association (CLIA), speaking on behalf of the global cruise lines industry, announced the launch of a Cruise Industry Operational Safety Review on 27 January 2012, although it had begun prior to that date.

2 As best practices are identified via this Review, they will be shared on an ongoing basis among CLIA Members and any appropriate recommendations will be shared with the Organization.

3 In document MSC 90/27/1, CLIA, described the basic framework for the Review and reported on the first output, which was our Passenger Muster Policy.

4 In document MSC 90/27/2, CLIA reported on a series of additional outputs of the Review, which were all related to reporting of marine casualties.
The first outputs of the Review, as mentioned above, were reported in documents MSC 90/27/1 and MSC 90/27/2.

The cruise industry has developed two additional outputs of the Review, applicable to all of the oceangoing ships which CLIA represents and wishes to share with this Committee:

Passage Planning:

1. Since 1999, CLIA's member lines have been subject to international guidance concerning passage planning in accordance with the Guidelines for Voyage Planning, as adopted by resolution A.893(21).

2. CLIA has adopted a policy that the guidance elements set forth in this resolution are deemed to be the mandatory minimum requirements in the development of passage plans by all member lines.

3. In addition, CLIA's policy recognizes the Bridge Procedures Guide published by the International Chamber of Shipping as a compilation of best practices valuable resource that should be utilized by all ship operators, either as a component of their Safety Management Systems or Bridge Resource Management procedures.

4. Under this policy, each passage plan is to be thoroughly briefed to all bridge team members who will be involved in execution of the plan well in advance of its implementation.

5. The passage plan will be drafted by the designated officer and approved by the master.

6. CLIA's policy is that all members are to take steps to help ensure bridge team members are asked and encouraged to raise any operational concerns without fear of retribution or retaliation.

Personnel Access to the Bridge:

7. To minimize unnecessary disruptions and distractions to bridge team members in accomplishing their direct and indirect duties during any period of restricted manoeuvring, or while manoeuvring in conditions that the master or company bridge procedures/policy deems to require increased vigilance (e.g. arrival/departure from port, heavy traffic, poor visibility), CLIA's Members have adopted a policy that bridge access is to be limited to those with operational or operationally related functions during these periods.

8. Further, member lines are to take steps to prevent distractions to watchkeeping during these periods.

9. Any deviation from this policy requires prior approval of senior management ashore.
7 Additional outputs from the Review will be provided as appropriate to the Organization via its relevant Committees and Sub-Committees.

CONCLUSION

8 CLIA is fully committed to understanding the factors that contributed to the Concordia incident and is proactively responding to all maritime safety issues.

9 The Cruise Industry Operational Safety Review will enable the industry to do so in a meaningful and expedited manner.

ACTION REQUESTED OF THE COMMITTEE

10 The Committee is invited to consider the above information provided and take action as appropriate.