

4 ALBERT EMBANKMENT
LONDON SE1 7SR
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1446/Rev.2
8 August 2013

**RECOMMENDED INTERIM MEASURES FOR PASSENGER SHIP COMPANIES
TO ENHANCE THE SAFETY OF PASSENGER SHIPS**

- 1 The Maritime Safety Committee, at its ninetieth session (16 to 25 May 2012), having considered the interim recommendations made by Member States and non-governmental organizations in consultative status submitted in response to the request of the Secretary-General, in the light of the loss of the **Costa Concordia**, agreed that Member States should recommend that passenger ship companies conduct a review of operational safety measures to enhance the safety of passenger ships.
- 2 The recommendations on operational measures for companies owning and/or operating passenger ships were initially provided in the annex to MSC.1/Circ.1446. At its ninety-first session (26 to 30 November 2012), the Committee revised these recommendations by dissemination of MSC.1/Circ.1446/Rev.1.
- 3 At its ninety-second session (12 to 21 June 2013), the Committee further revised the recommendations, as set out in the annex.
- 4 Member States are invited to use the annexed recommendations on a voluntary basis, and to bring them to the attention of owners, operators and other parties concerned, as appropriate.
- 5 The present circular supersedes MSC.1/Circ.1446/Rev.1.

ANNEX**RECOMMENDED INTERIM MEASURES FOR PASSENGER SHIP COMPANIES
TO ENHANCE THE SAFETY OF PASSENGER SHIPS****Lifejackets on board passenger ships**

1 Companies owning and/or operating passenger ships, except ro-ro passenger ships, should consider whether to carry an additional number of lifejackets in excess of those required in accordance with SOLAS regulations III/7 and III/22, in public spaces, at the muster/assembly stations, on deck or in lifeboats. Where lifejackets required in accordance with SOLAS regulations III/7 and III/22 are not already stowed in the vicinity of muster/assembly stations, further additional lifejackets should be stowed in the vicinity of muster/assembly stations, in a manner as to be readily accessible for distribution in the event of an emergency.

2 Companies owning and/or operating passenger ships should consider provision of lifejackets that are of a similar design and can be donned by passengers in a similar manner with the intent of avoiding confusion when donning lifejackets.

3 Companies owning and/or operating passenger ships should review their arrangements in fulfilling the requirements in SOLAS regulation III/7.2.2, when lifejackets are stowed in passenger cabins, in order to ensure the lifejacket location is visible under all possible lighting conditions.

Emergency instructions for passengers

4 Companies owning and/or operating passenger ships should review the adequacy of the dissemination and communication of the emergency instructions on board their ships, taking into account the number of languages likely to be understood by the passengers on board.

5 Companies owning and/or operating passenger ships should also consider extending the use of an accompanying video for passenger emergency instruction notices, where appropriate. It is also recommended that emergency information cards are made available for passengers, on request, that complement the information required by SOLAS.

Common elements of musters and emergency instructions

6 Notwithstanding the requirements of SOLAS chapter III on musters and emergency instructions to be provided for passengers, companies owning and/or operating passenger ships should consider including the following common elements into their passenger muster and emergency instructions:

- .1 when and how to don a lifejacket;
- .2 description of emergency signals and appropriate responses in the event of an emergency;
- .3 location of lifejackets;
- .4 where to muster when the emergency signal is sounded;

- .5 method of accounting for passenger attendance at musters both for training and in the event of an actual emergency;
- .6 how information will be provided in an emergency;
- .7 what to expect if the master orders an evacuation of the ship;
- .8 what additional safety information is available;
- .9 instructions on whether passengers should return to cabins prior to mustering, including specifics regarding medications, clothing, and lifejackets;
- .10 description of key safety systems and features;
- .11 emergency routing systems and recognizing emergency exits; and
- .12 who to seek out for additional information.

7 Companies owning or operating passenger ships should have policies and procedures in place to promote passenger participation in emergency training and drills required by SOLAS regulation III/19 and encouraged by regulation III/30.

Passenger muster policy

8 On a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 hours, it is recommended that the muster of newly-embarked passengers should take place prior to the departure at every port of embarkation. In cases where new passengers arrive after the above muster has been completed, they should be promptly provided with individual or group safety briefings¹.

9 To support the Master in preparing or revising the Muster List, companies owning and/or operating passenger ships should consider adopting a process that positively matches each crew member assigned to emergency duties with any required training and/or certification, whether by regulations or company policy. Such process may include the use of a paper-based or automated system on board that can effectively prevent assignment of a crew member to an emergency duty where the crew member is not trained or certified for such duty.

Access of personnel to the navigating bridge and avoiding distractions

10 Companies owning and/or operating passenger ships should ensure that bridge access control and bridge organization policies are developed and harmonized. To avoid disruptions and distractions of 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), it is recommended that access to the bridge should be limited to those with operational or operationally-related functions during these periods. Companies operating passenger ships are recommended to take policy steps to prevent distractions of watchkeeping personnel during these periods.

¹ MSC 92 adopted amendments to SOLAS regulation III/19 on requirements for musters, which will come into force on 1 January 2015.

Harmonization of bridge navigational procedures

11 Companies owning and/or operating passenger ships should adopt a policy that bridge navigational procedures should be harmonized as much as possible across their fleet or fleets, taking into account any unique operating characteristics.

Voyage planning

12 Companies owning and/or operating passenger ships and their masters should take steps to ensure that the ship's voyage plan has taken into account the *Guidelines for voyage planning* (resolution A.893(21)) and, if appropriate, the *Guidelines on voyage planning for passenger ships operating in remote areas* (resolution A.999(25)), including addressing the conditions under which changes to the plan are consistent with company policies.

13 Any deviation from the voyage plan should follow the guidance of resolution A.893(21)².

Recording the nationality of persons on board

14 In order to facilitate the effective and immediate availability of key information on passengers in the event of an emergency situation, in addition to the information required by SOLAS regulation III/27, companies owning and/or operating passenger ships should consider ensuring that the nationality of each person on board is also provided.

Lifeboat loading for training purposes

15 Companies owning and/or operating passenger ships should consider adopting a policy³ that at least one lifeboat is to be filled with crew members equal in number to its certified number of occupants at least every six months. Under such a policy:

- .1 for safety considerations, the loading of lifeboats for training purposes is to be performed only while the boat is waterborne and the boat should be lowered and raised with only the minimum number of crew on board, taking into account annex 2 to the Measures to prevent accidents with lifeboats (MSC.1/Circ.1206/Rev.1);
- .2 lifejackets should be worn;
- .3 all lifeboat crew and embarkation/boarding station crew are to be required to attend the lifeboat loading drill; and
- .4 if not placed inside the lifeboat, those crew members are to observe the filling of the lifeboat to its certified number of people.

² Additional guidance can be found in the *ICS Bridge Procedures Guide*.

³ Such a policy should apply to ships with crew sizes of 300 or greater, with lifeboats installed. Ships with crew sizes of less than 300 should conduct similar and equivalent training drills, at appropriate intervals, that are consistent with operational and safety considerations.

Securing heavy objects

16 Companies owning and/or operating passenger ships should adopt a policy to incorporate procedures into their Safety Management Systems (SMS) to help ensure the securing of heavy objects either permanently, when not in use, or during heavy/severe weather, as appropriate. Under this policy, a person or persons should oversee a deck-by-deck inspection to identify unsecured and potentially hazardous heavy objects. Integral to the procedures should be a list of identified objects which have a significant potential to cause injury.

17 Practices and procedures for securing heavy objects should be monitored by each Head of Department and/or as otherwise specified by the ship's command structure, and during routine shipboard inspections and audits.

Inclinometer data for the VDR

18 Companies owning and/or operating passenger ships are encouraged to investigate means of providing rolling motion data to the VDR.
