PASSENGER SHIP SAFETY

Cruise industry operational safety review

Submitted by the Cruise Lines International Association (CLIA)

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### Background

1. In response to the Costa 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), we described the basic framework for the review and reported on the first output, which was our passenger muster policy.

### Outputs of the cruise industry operational safety review

4. The first output of the review was the cruise industry's passenger muster policy, announced on 9 February 2012 and made immediately effective, serves as an example of the type of best practices and procedures that may be expected as outputs from the review.
5 In the interim, the cruise industry has developed three additional outputs which CLIA wishes to share with the Committee:

.1 the cruise industry is of the view that we, along with the rest of the maritime community, would benefit from increased reliability and transparency with regard to marine casualty information. Specifically, we believe the relevant information contained in the IMO database would benefit from some additional verification. Accordingly, CLIA recently undertook an effort with the IMO Secretariat to harmonize the information in annex I of the GISIS Marine Casualties and Incidents module to ensure that no recent and known "very serious casualties", alternatively referred to as "very serious marine casualties", involving one or more fatalities on a cruise passenger ship were inadvertently omitted. This action resulted in adding and verifying basic information on a total of 15 marine casualties in the database, but did not result in the removal of any existing marine casualties or associated data.

.2 consistent with the above actions regarding annex I of the GISIS Marine Casualties and Incidents module, CLIA is of the view that a mandatory obligation to provide information on the occurrence of very serious casualties is beneficial to Member States, the maritime industry and the public at large. As we worked through reconciling existing IMO casualty data with the best data presently available to our industry, we found substantial inconsistency in reporting. Thus, to assist Member States in their ongoing efforts to consider improvements to maritime safety through examination of casualties, we respectfully wish to draw attention to the existing provisions in the mandatory IMO Casualty Investigation Code (resolution MSC.255(84)) and those in MSC-MEPC.3/Circ.3.

.3 thus, recognizing that it is not procedurally appropriate for CLIA to propose an amendment to a mandatory instrument, we request that Member States consider revising SOLAS regulation XI-1/6 to expressly and more clearly emphasize the mandatory reporting requirements regarding "very serious casualties". We believe that Member States would find this to improve the breadth and depth of reporting, providing them a better foundation for prevention of future casualties.

6 Additional outputs from the review will be provided, as appropriate, to the Organization via its relevant committees and sub-committees.

Conclusion

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

8 The cruise industry operational safety review will enable the industry to do so in a meaningful and expedited manner.

Action requested of the Committee

9 The Committee is invited to consider the information provided in this submission and take action, as appropriate.