



SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
37th session
Agenda item 5

STW 37/5
31 August 2005
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PASSENGER SHIP SAFETY

Outcome of MSC 80

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document reports on the outcome of MSC 80 with regard to passenger ship safety
<i>Action to be taken:</i>	paragraph 9
<i>Related documents:</i>	MSC 80/WP.11 and Corr.1; MSC 80/WP.11/Add.1/Rev.1; and MSC 80/24

GENERAL

1 The Maritime Safety Committee (MSC), at its eightieth session (11 to 20 May 2005), considered matters relating to passenger ship safety with the assistance of an *ad hoc* drafting group and took action, *inter alia*, on issues pertaining to the work of the Sub-Committee, as outlined in the following paragraphs.

DRAFTING GROUP ON PASSENGER SHIP SAFETY

2 MSC 80, following general discussions, established an *ad hoc* drafting group on passenger ship safety with the following terms of reference:

- .1 update the work plan set out in annex 3 to document MSC 79/WP.13, taking into account the outcomes of STW 36, FP 49, COMSAR 9 and DE 48 (MSC 80/4); and
- .2 consider the matter related to the starting time for the 3-hour time to remain habitable, taking into account the views of FP 49 and DE 48 (MSC 80/4) and the comments by ICCL (MSC 80/4/2) and the outcome of the debates at MSC 78 and MSC 79, with a view to advising the Committee in respect of the issue on which the FP and DE Sub-Committees have sought the Committee's clarification.

3 Having received the report of the drafting group (MSC 80/WP.11 and Corr.1 and MSC 80/WP.11/Add.1/Rev.1), MSC 80 took action as outlined in section 4 of the report of MSC 80 (MSC 80/24), as summarized hereunder for matters related to the Sub-Committee.

WORK PLAN ON PASSENGER SHIP SAFETY

4 The Committee approved the revised work plan, as set out in the annex to document MSC 80/WP.11¹, as modified by MSC 80/WP.11/Corr.1, and forwarded it to the COMSAR, DE, FP, NAV, SLF and STW Sub-Committees for action as appropriate. Tasks assigned to the Sub-Committee are set out in the annex.

DEFINITION FOR CASUALTY THRESHOLD

5 The Committee also approved the following definition for the term “casualty threshold” for clarification purposes:

“Casualty threshold is the amount of damage a ship is able to withstand, according to the design basis, and still safely return to port.”

TIME TO REMAIN HABITABLE

6 Having considered document MSC 80/WP.11/Add.1/Rev.1 for matters related to the “time to remain habitable”, MSC 80 reaffirmed that the original intent of the above timeframe was to ensure that, in cases where casualty threshold for return to port is exceeded, there will be sufficient time for the safe and orderly abandonment of the ship. In this regard, MSC 80 was of the view that the wording “time for orderly evacuation and abandonment” would better suit the above concept instead of the original wording “time to remain habitable”, and consequently approved the following definition for the new term:

“Time for orderly evacuation and abandonment is the time, beginning when the casualty threshold is exceeded until all persons have safely abandoned the ship, in which the ship remains viable for this purpose.”

7 In considering the 3-hour timeframe for habitability agreed at MSC 78, MSC 80 reiterated its previous decision that future passenger ships should be designed to meet the safe return to port concept after a casualty and that relevant casualty thresholds should be developed. However, in the event a casualty exceeds the above threshold, MSC 80 endorsed the group’s recommendation that an additional casualty scenario, for design purposes, should be developed by the FP and SLF Sub-Committees to support the concept that the ship will remain viable for at least 3 hours to allow for a safe and orderly evacuation and abandonment.

8 Having considered the above matters, MSC 80 conveyed the aforementioned groups’ reports, in their entirety, to the relevant sub-committees for background purposes and further instructed the relevant sub-committees to keep the Committee informed of their progress on matters assigned.

ACTION REQUESTED OF THE SUB-COMMITTEE

9 The Sub-Committee is invited to take the above information into account when considering the agenda item on passenger ship safety.

¹ For reasons of economy, delegates are requested to bring their copies of the document to the session, which can be downloaded from the IMODOCS website (<http://www.imodocs.imo.org>).

ANNEX

REVISED WORK PLAN FOR PASSENGER SHIP SAFETY

No.	OBJECTIVES AND TASKS	Philosophy link*	Strategic goal link*	Areas to consider link**	IMO bodies effected	Target comp. date	GENERAL COMMENTS
7	<i>To review human element issues with regard to operations, management and training with a view towards improving safety.</i> The STW Sub-Committee is instructed to: 1 review the model courses for crisis and crowd management to incorporate the safe area concept and provide recommendations to MSC 81; 2 consider matters related to training of SAR personnel and seafarers with recovery responsibilities and advise MSC accordingly; 3 consider whether a refresher fire-fighting course should be made a mandatory requirement within the provisions of the STCW Code and take action as deemed appropriate; and 4 consider the need for guidelines for abandonment of ship alongside in port, under ISM provisions. Note: Tasks 3 and 4 have been added as suggested by FP 49 (FP 49/17).	1.1	2.1	5	COMSAR	2006	Interdependencies: FP: For task 1, monitor work on the safe area concept. COMSAR: For task 2 COMSAR Sub-Committee shall serve as co-ordinator. For task 2 refer to FP 49/17, paragraph 3.27. For task 4 refer to FP 49/17, paragraph 3.35.
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* Numbers in these columns refer to the paragraphs contained in annex 1 of document MSC 79/WP.13.

** For references to the areas of consideration, refer to annex 2 of document MSC 75/WP.12.