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SUB-COMMITTEE ON STANDARDS OF
TRAINING AND WATCHKEEPING
38th session
Agenda item 5

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PASSENGER SHIP SAFETY

Review and revision of IMO model courses 1.28 and 1.29

Submitted by the International Council of Cruise Lines (ICCL)

SUMMARY

<i>Executive summary:</i>	This document provides information on the progress of the review and revision of IMO model courses 1.28 and 1.29 with a view to update and the incorporation of the concept of “safe areas” to the curriculum
<i>Action to be taken:</i>	Paragraph 10
<i>Related documents:</i>	STW 37/5/1, STW 37/6, SLF 48/21 and MSC 81/WP.6

1 This document provides the results of the review of IMO model courses 1.28 and 1.29 and is submitted in accordance with the provisions of paragraph 46.5 of the Guidelines on the Organization and Method of Work of the MSC and MEPC (MSC/Circ.1099).

2 The Sub-Committee at its thirty-sixth session (10 to 14 January 2005) instructed the Secretariat to revise model courses 1.28 and 1.29 to incorporate the ‘safe area’ concept.

3 The Maritime Safety Committee at its eightieth session (11 to 20 May 2005) included the review of these model courses within the revised work plan for passenger ship safety.

4 The International Council of Cruise Lines (ICCL) is an industry trade association consisting of 16 of the largest passenger cruise lines that call at major ports worldwide. ICCL is dedicated to ensuring that the cruise industry provides a safe, healthy, and secure ship environment for both passengers and crew. ICCL being a responsible industry partner, after discussions with the Secretariat, agreed to review the subject courses for updating and the addition of the concept of “safe areas” to the curriculum.

5 It should be noted that the definition of “safe areas” used by the ICCL Working Group was the definition developed and approved by the SLF Sub-Committee. This definition (SLF 48/21, paragraph 6.19.1) is:

“Safe area in context of a casualty is, from the perspective of habitability, any area which will not be flooded or which is outside the main vertical zone(s) in which a fire has occurred such that it can safely accommodate all persons onboard to protect them from hazards to life health and provide them with basic services.”

6 The ICCL submitted its work plan and results of the preliminary review to STW 37 in document STW 37/5/1. The ICCL Working Group determined that the overall courses are adequate and appropriate to meet the needs for training of personnel in both Crowd and Crisis Management.

7 Therefore the addition of the safe area concept to these courses is the only major change recommended. However, with this new concept it is believed that additional information concerning the mustering process may be appropriate.

8 This suggestion and the recommended sections of the courses for this additional topic/concept of a safe area are outlined in the attached annexes.

9 ICCL was pleased to undertake the review and will fully participate in the revision of these model courses.

Action requested of the Sub-Committee

10 The Sub-Committee is invited to note the above information including the attached annexes and decide as appropriate.

ANNEX 1**Model course 1.28 – CROWD MANAGEMENT, PASSENGER SAFETY AND SAFETY TRAINING FOR PERSONNEL PROVIDING DIRECT SERVICES TO PASSENGERS IN PASSENGER SPACES**

Additions to the course outline: The paragraphs and sections referred to in this annex are from the course outlines found on pages 10 and 13 of IMO Model Course 1.28.

Section 2 – Crowd management training

- 8.1 Safe Area Concept – Recommend the introduction of the concept for Safe Area in a new section 2.4. The principles of the concept should be briefly discussed and the differences between the safe area and the normal mustering areas clearly defined.

Additionally it is recommended that section 2.3 “Mustering procedures” be expanded to include a discussion of the planning of the normal mustering stations and what procedures might be followed if the normal mustering station is compromised.

Section 3 – Familiarization training

It is recommended that a new section 3.2 be developed to discuss in more detail the concept of safe areas and the familiarization of all persons in areas of the ship that could be used as a safe area.

The remainder of the section should be renumbered consecutively.

- 8.2 Safe Areas – As a general guideline for the concepts to be included in this new section, it is suggested that the functional requirements detailed in MSC 81/WP.6, annex 1, paragraph 5 be used by the Sub-Committee.

ANNEX 2**Model course 1.29 – CRISIS MANAGEMENT AND HUMAN BEHAVIOUR TRAINING
INCLUDING PASSENGER SAFETY, CARGO SAFETY AND HULL
INTEGRITY TRAINING**

Additions to the course outline: The paragraphs and sections referred to in this annex are from the course outlines found on pages 11 through 13 and 15 to 16 of IMO Model Course 1.29.

Section 8 – Ship design, layout, emergency plans, procedures and drills

- 8.1.1 General design and layout of the ship. Recommend the introduction of the concept for Safe Area in this existing section. The principles of the concept should be briefly discussed and the differences between the safe area and the normal assembly/mustering areas as shown on the ship's plans.

Recommend a new section 8.1.2

- 8.2.2 Safe Areas. A block of instruction should be included here to describe the safe area concept in detail. As a general guideline for the concepts to be included in this new section, it is suggested that the functional requirements detailed in MSC 81/WP.6, annex 1, paragraph 5 be used by the Sub-Committee.
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