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MSC.1/Circ.1446/Rev.1  
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**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 provided in the annex to MSC.1/Circ.1446.

3 At its ninety-first session (26 to 30 November 2012), the Committee revised these recommendations, as set out in the annex.

4 Member States are invited to use the annexed recommendations on a voluntary basis, pending finalization of the marine casualty investigation on the **Costa Concordia**, 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.

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## ANNEX

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

#### Lifejackets on board passenger ships, except ro-ro passenger ships

1 Companies owning and/or operating passenger ships, except ro-ro passenger ships, should consider whether to store an additional number of lifejackets in public spaces, at the muster/assembly\* stations, on deck or in lifeboats, and in such a manner as to be readily accessible to crew members for distribution, as may be necessary, in the event of an emergency such that passengers need not return to their cabins to retrieve the lifejackets stored there.

#### Emergency instructions for passengers

2 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.

#### Common elements of musters and emergency instructions

3 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;

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\* The terms "muster" and "assembly" are used interchangeably and therefore are synonymous for this purpose.

- .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.

4 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**

5 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 briefings.

#### **Access of personnel to the navigating bridge**

6 To minimize unnecessary 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. In addition, companies operating passenger ships are recommended to take policy steps to prevent distractions of watchkeeping personnel during these periods.

#### **Voyage planning**

7 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.

#### **Recording the nationality of persons on board**

8 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**

9 Companies owning and/or operating passenger ships should consider adopting a policy\* 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:

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\* 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.

- .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.
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