

MARITIME

Class Society Remark

- MARINE BOARD FALL MEETING

Washington DC

Helge Hermundsgard, Director Global Cruise Centre

October 29th 2014

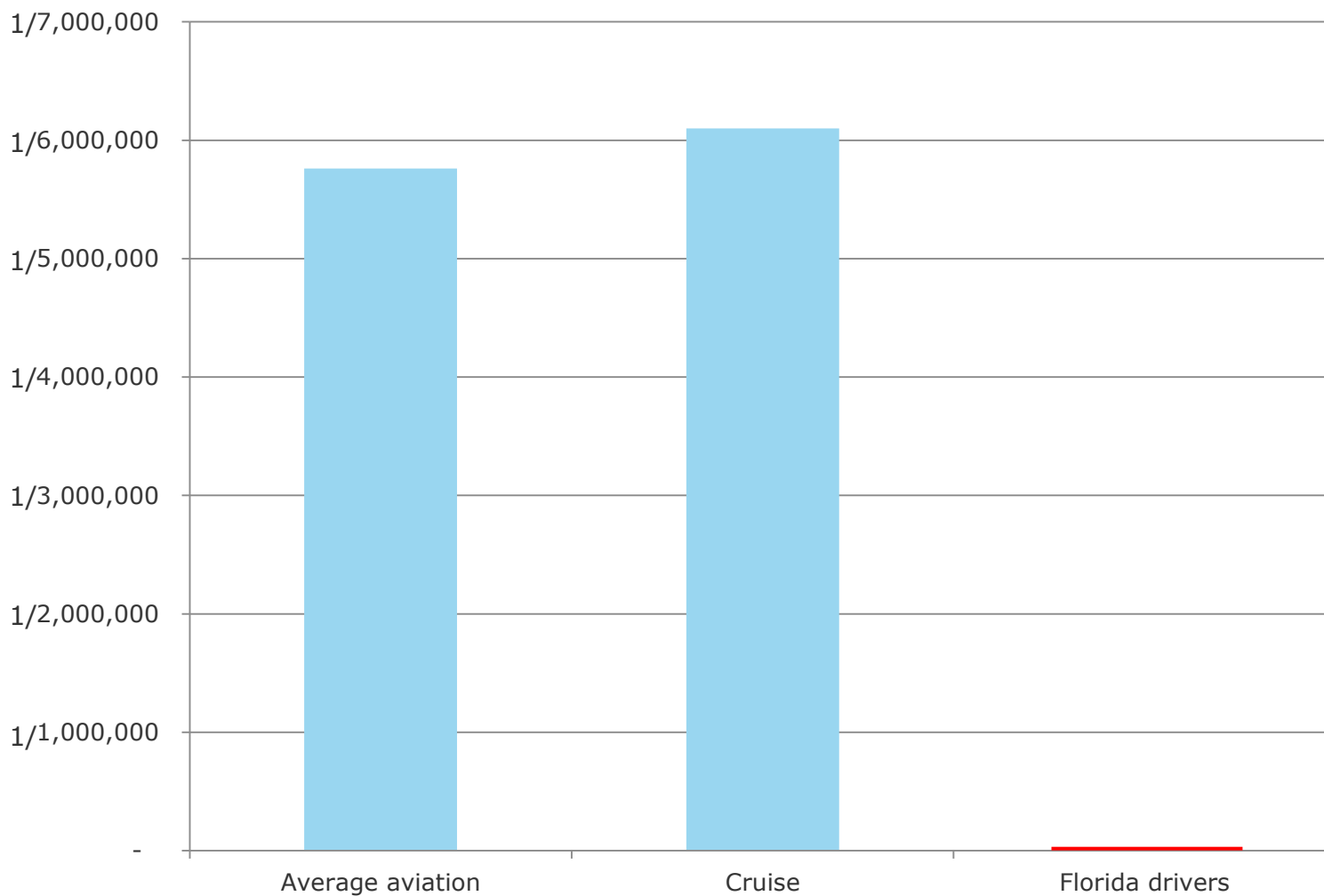
Safety Introduction and Basics

- Framing question:
 - *Are current cruise ship safety industry initiatives sufficient or is more legislation/regulation necessary either from the U.S. or the IMO?*

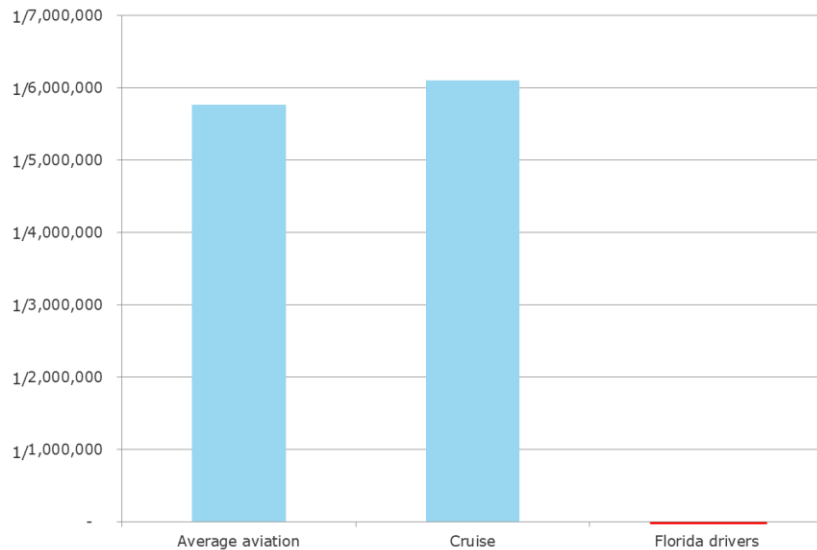


Are the initiatives sufficient?
Is more regulation necessary?

Safety performance benchmark



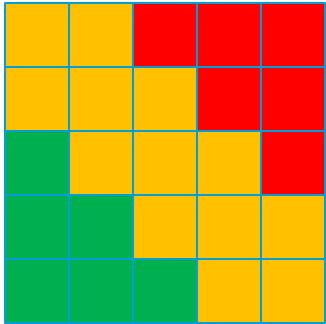
Can we be satisfied?



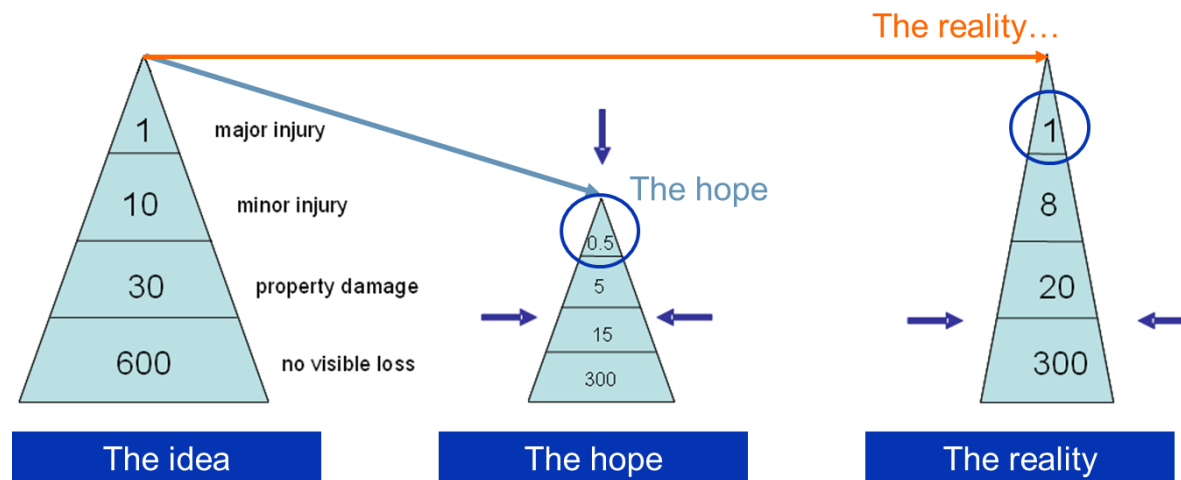
- Can we be satisfied:
 - No – there is always ways to improve!
- We see significant initiatives in the industry
 - Is it sufficient?
 - Difficult to answer
 - Here I would like to use Sir Winston Churchill's word:
 - *Now this is not the end. It is not even the beginning of the end. But it is, perhaps, the end of the beginning*

This is about the constant drive for improvement!

Understanding the nature of major maritime accidents is a key challenge in our effort to improve....



- Safety: There nature is a difference between Major Maritime Accidents and Occupational Health Accidents
- The challenge with the Major Accidents is:
 - Low frequency, but dramatic consequences
 - Old knowledge has proven not to be accurate

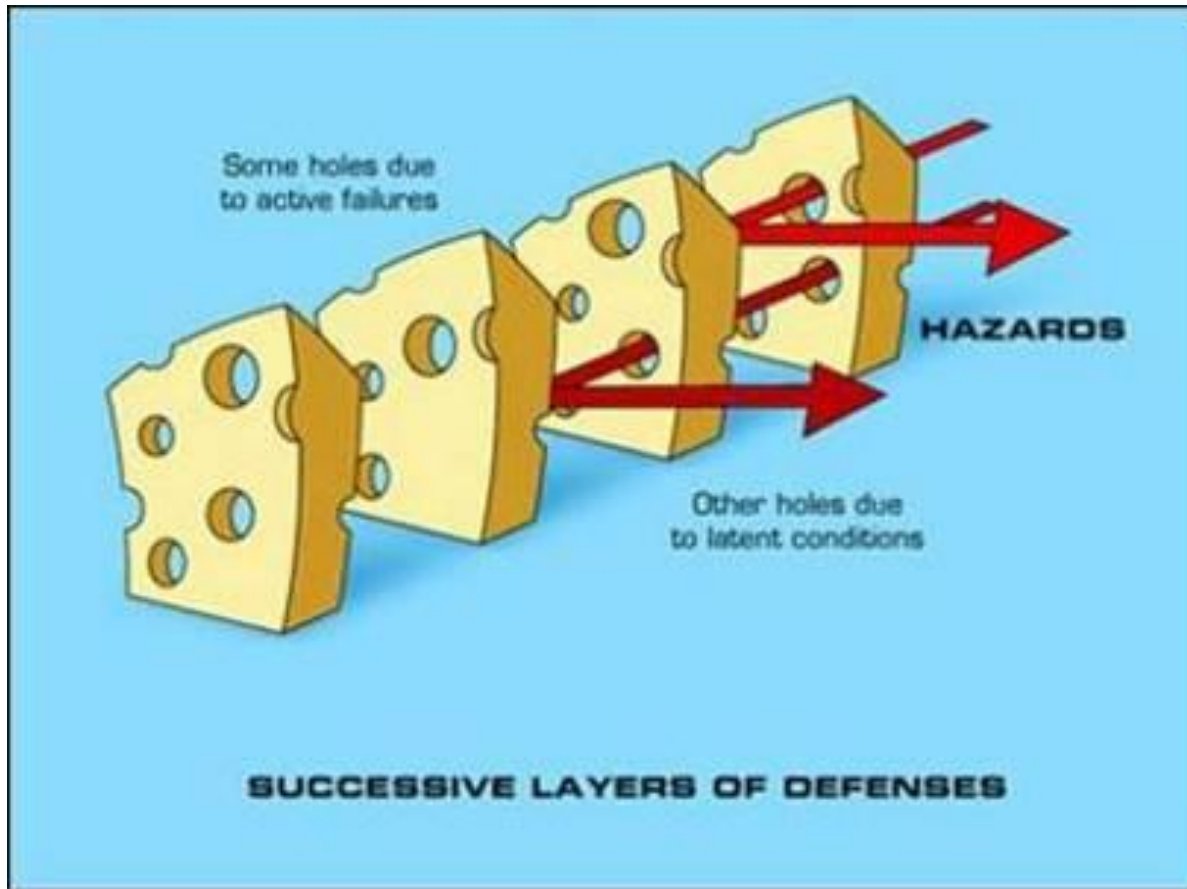


Key lessons learned from major accidents

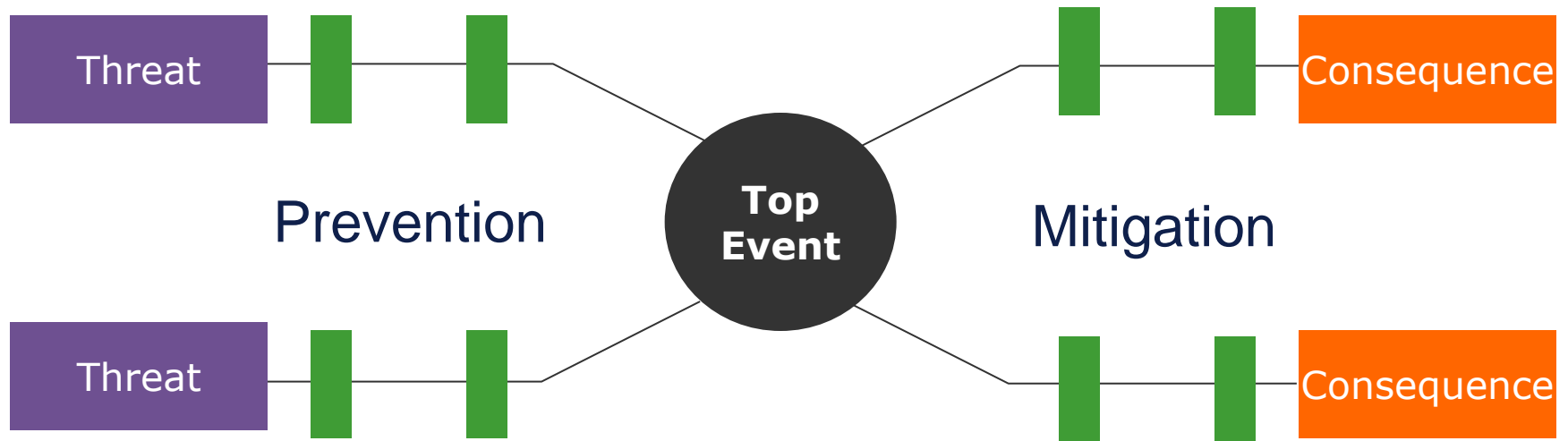
- We know 99,5% of the risk picture – not black swan events
- Major accidents is usually a result multiple barriers failing
- If one of the failing barriers had worked, the accident would have been prevented

Taking the safety performance to a new level requires that we address barriers in a more systematic and structured approach

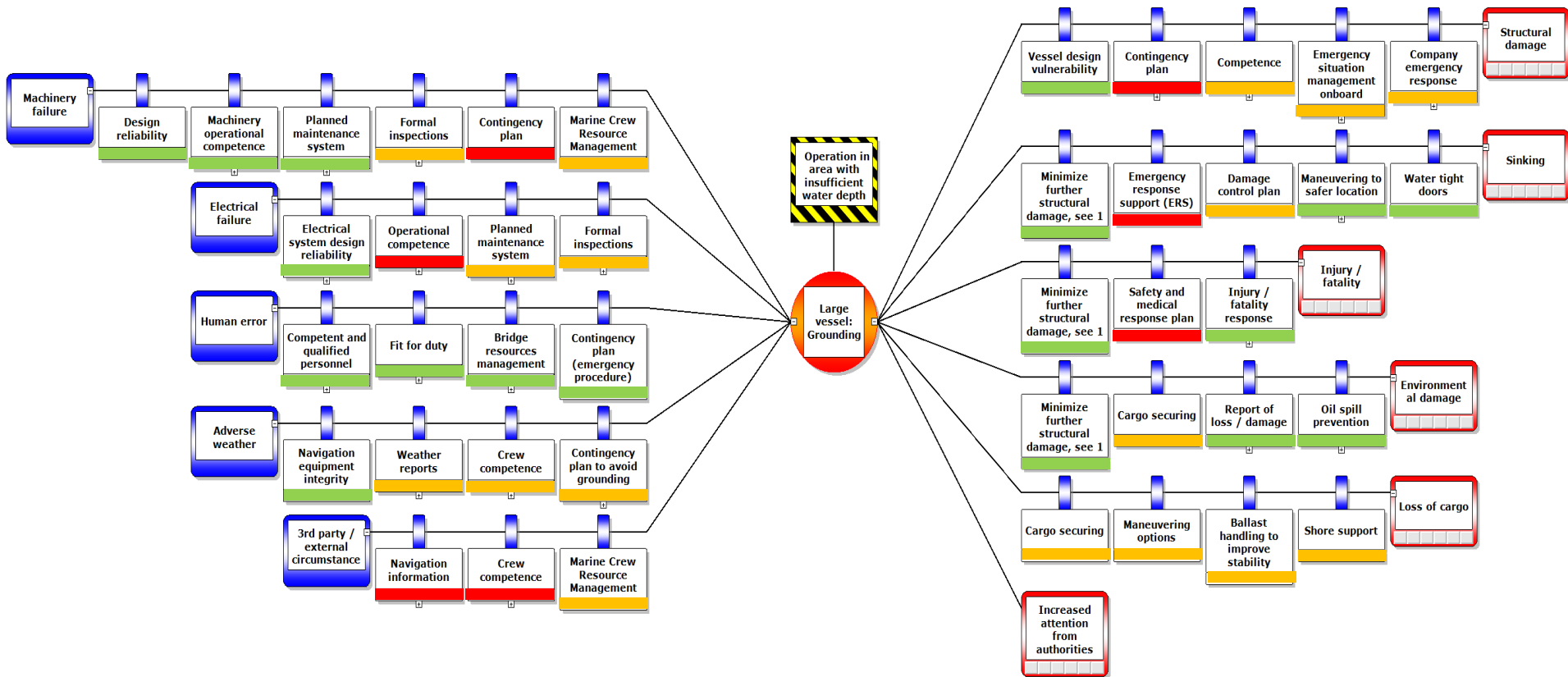
Identification and efficient use of safety barriers is key to achieving risk reduction



The barriers illustrated in the bow tie approach, gives a better understanding of the vulnerability



Barriers need to be managed as holistic systems with clear roles and responsibilities



Illustrative example

Conclusion

- **Are current cruise ship safety industry initiatives sufficient**
 - *There is a lot going on in the industry today addressing how to improve and reduce risk exposure*
 - *In general the right focus is there among all key players*
 - *Can we ever be satisfied -> **NO – there is always***
- **Is more legislation/regulation necessary either from the U.S. or the IMO?**
 - *If we agree that there is no black swan event out there, the answer is **NO***
 - *That doesn't mean that we don't need to develop new legislation/regulation for new areas (e.g. LNG as Fuel)*
- **Could we improve -> Yes**
 - *Increasing the understanding, better management of the performance of the barriers and management of the integrity of barriers are Key*

How we in DNV GL constantly strives to improve our services and contribute to the safety at sea - Internally

Improving surveys and audits

- Specialised qualification to become a Cruise ship surveyor
- Monitor our staff on a regular basis
- Experience exchange
- Specialised training for Experienced Cruise Surveyors
- Sharing lesson learned
- Updating rules and instructions to surveyors
- Measure performance internally how we are performing



How we in DNV GL constantly strives to improve our services and contribute to the safety at sea – towards our clients

- In addition to constantly addressing consistency and quality in our core services we are working with:
 - How to use our data - creating new insight
 - Performance data
 - Vessel specific
 - Clients total fleet
 - DNV GL total Fleet
 - External DB with performance data
 - R&D
 - Improving way of sharing knowledge and to make specialists available for our clients



Contribute to making the Cruise Industry Safer, Smarter, Greener

Helge Hermundsgard

Helge.hermundsgard@dnvgl.com

+1 954 801 8588

www.dnvgl.com

SAFER, SMARTER, GREENER