

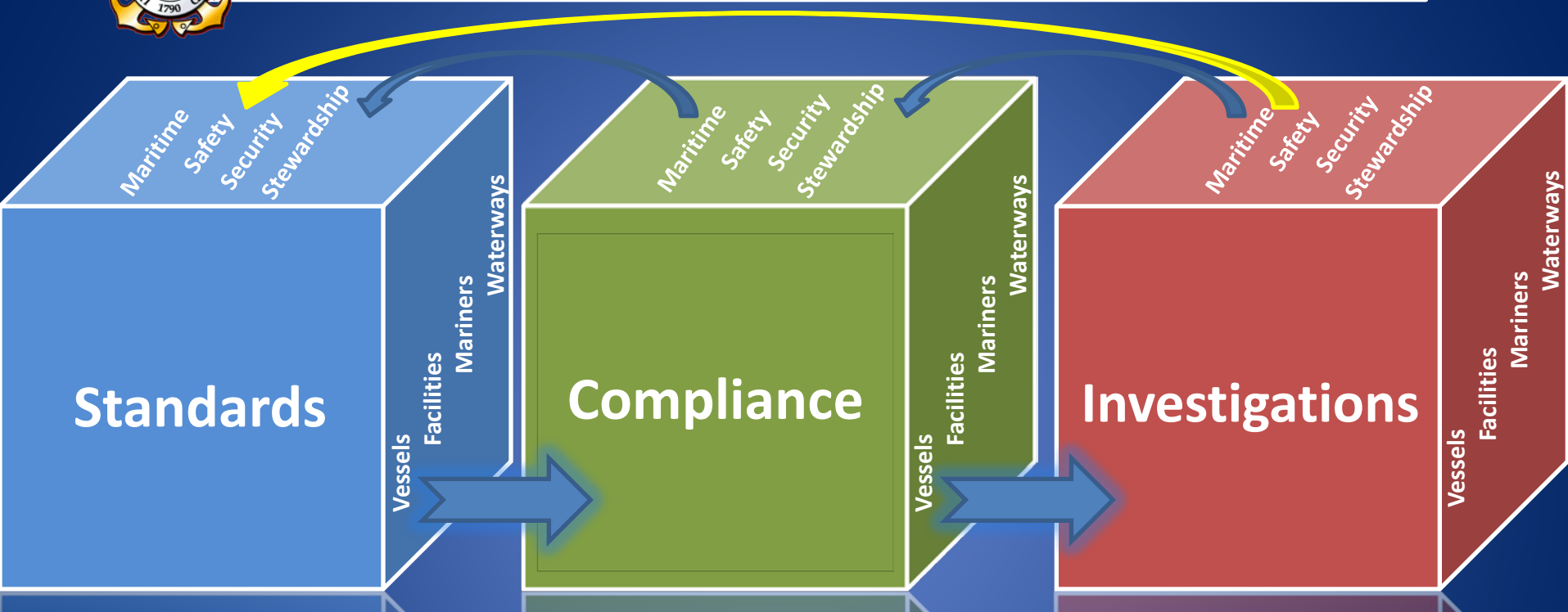


# *Cruise Ship Safety*





# *Prevention CONOP*



Partnerships

Prevention Workforce

Risk Management

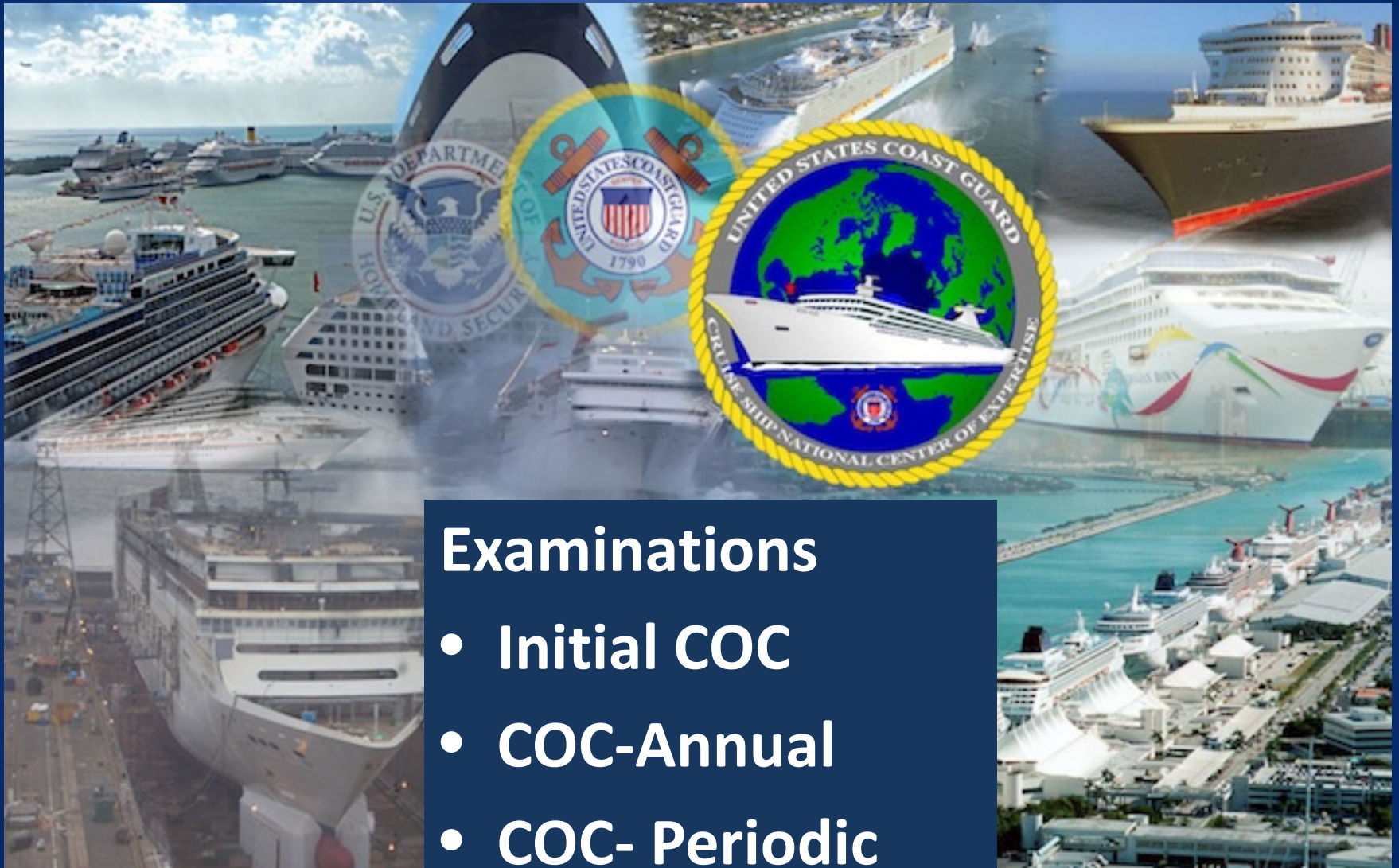
# *Standards-IMO*

- As a leading cruise ship Port State, we continue to pursue improved standards for new and existing cruise ships at IMO.
- In May 2000, IMO proactively commenced a holistic examination of passenger ship safety issues
  - Particular emphasis on large cruise ships due to their increasing size
- New philosophy: increased prevention and survivability for cruise ship design and operation
- New regulations developed during that initiative entered into force in July 2010 and apply mainly to new ships built since 2010
- Number of recent cruise ship casualties





# *Port State Control- Compliance*



## **Examinations**

- Initial COC
- COC-Annual
- COC- Periodic
- Unannounced



# *Recent Casualties*

- *Grandeur of the Seas*- May 2013
- *Carnival Triumph*- February 2013
- *Costa Concordia*-January 2012
- *Carnival Splendor*- November 2010
- *Star Princess*- March 2006

## **Other:**

- *Sewol* (South Korean Ferry )
  - April 2014





# *Investigations*

The Coast Guard takes a proactive stance in investigating all casualties aboard foreign passenger vessels in US waters and is actively involved in investigating casualties outside US territorial Seas that involve US passengers.

- *Nearly 200 investigators nationwide*
- *International capability with investigators stationed overseas*
- *2 Centers of Expertise (force-multipliers & tech experts)*

Regardless of where an incident occurs, the Coast Guard works closely with a vessel flag administration in addressing investigative needs and ensuring safety concerns, both domestically and internationally, are addressed (i.e. compliance measures, safety recommendations etc.).





# *What's down the road at IMO and Domestically*

- Utilize lessons learned to continually improve safety and security through new regulations/standards
  - Marine Safety Cycle
    - High level system in place for setting standards, implementing them, and enforcing them
    - Continuous review of standards
    - Design, operations, training
  - Risk management Principles



# *Polar Code*

- Regulations address various risk factors unique to Arctic & Antarctic waters, such as:
  - Ice/Low Temperatures
  - High Latitude Communications
  - Remoteness from Response Resources
  - Limited Charting
  - Pristine environment
- Polar Code implements risk based approach via additional requirements for SOLAS and MARPOL.







# *Polar Code-Crew Training*

- Familiarization training
  - All crew members
- Escalating requirements for Ice Navigation based on risks due to ship type and conditions:
  - Basic
  - Advanced
- STCW Certification
  - HTW 2 (Feb 2015)

Ice conditions	Tankers	Passenger ships	Other
Ice Free	Not applicable	Not applicable	Not applicable
Open waters	Basic training for master, chief mate and officers in charge of a navigational watch	Basic training for master, chief mate and officers in charge of a navigational watch	Not applicable
Other waters	Advanced training for master and chief mate. Basic training for officers in charge of a navigational watch	Advanced training for master and chief mate. Basic training for officers in charge of a navigational watch	Advanced training for master and chief mate. Basic training for officers in charge of a navigational watch.



# *Polar Code-Risk Assessment*



## Polar Code: “Performance Based” requirements:

- Risk assessment
  - Voyage and Contingency Planning
  - Operational Guidance
- 
- Operators who chose to venture into polar waters must guard against inherent risk factors and should be fully capable of addressing all anticipated contingencies.



*Thank you!*