Past issues
IUMI Political Forum

Passenger & Cruise ships' safety in the wake of the "Costa Concordia" casualty

Brief description

Following the "Costa Concordia" casualty 13 January 2012, calls have been made for new/stricter regulations to avoid groundings, rapid capsize and catastrophic loss of buoyancy and stability. A more efficient regulatory framework to further reduce the risk of incidents is welcomed by the marine insurance industry.

The 92nd session of the MSC, held in June 2013, considered the casualty report on the "Costa Concordia". How to make progress with the aim to substantially increase the safety level provided by the 2009 IMO sub-division and damage stability regulations for passenger vessels was a key issue for the meeting, and subject to a report of a Working Group in which IUMI participated. Since the capsizing, MSC has adopted amendments to SOLAS chapter II on emergency training and drills, measures aimed at enhancing the safety of passenger ships and interim measures for passenger companies to enhance the safety of passenger ships.

MSC 96 approved in May 2016 amendments to SOLAS II-1/22 to clarify when watertight doors may be opened during a voyage. A revised guidance was circulated in July 2017. MSC 98 adopted in June 2017 amendments to SOLAS Chapter II-1 on subdivision and damage stability regulations. Application date for these amendments is 1 January 2020. MSC 98 also approved amendments to SOLAS II-1/8-1 requiring damage stability computer for passenger vessels constructed before 2014, in view of adoption by MSC 99 in May 2018.

A new planned output on watertight doors closure control (revision of SOLAS regulations II-1/13 and II/13-1) is included in the 2016-17 biennial agenda for the Sub-committee on Ship Design and Construction (SSD), with a target completion year 2017.

The European Commission presented in October 2015 results from a fitness check of EU passenger safety legislation. As a follow-up, the Commission, supported by EMSA, Member States and stakeholders, will consider proposing a simplified regulatory framework for EU passenger ship safety and will promote the upgrade of damage stability standards at international level. As a second step, the EC will further assess a number of other safety and internal market related issues. An appropriate framework for exchange of views, including also industry stakeholders, will be established for this purpose.

The European Commission (DG Move) is addressing the cruise ship security issue from a passenger and crew safety perspective (anti-piracy/-terrorism). In September 2016, an external study was presented with 38 recommendations for action at regulatory, technical and organisational levels. Concerning regulations, it is felt that IMO's International Ship and Port Facility Security (ISPS) Code and the corresponding EU Regulation 725/2004 need specific revision to address cruise ships. Furthermore, the alignment of security procedures, access control, parameter security and international coordination thereof (at least within the EU) needs to be addressed.

Relevant authority / organisations and documents

– **IMO – Maritime Safety Committee (MSC) & Sub-Committee on Ship Design and Construction (SDC)**

- MSC.1/Circ. 1380: Guidance for watertight doors on passenger ships which may be opened during navigation, 10 December 2010.
- MSC 90/INF.19: "Proposals for the implementation of short-term additional safety measures on board passenger ships", submitted by Italy, 19 May 2012.
- Resolution MSC.336(90): "Measures aimed at enhancing the safety of passenger ships, adopted 25 May 2012.
- MSC 92/6/3: Preliminary recommendations concerning stability issues, vital equipment and electrical distribution, emergency power generation, operational matters, evacuation analysis, search and rescue, submitted by Italy, 18 March 2013.
- MSC92/INF.6: Casualty report "Costa Concordia", submitted by Italy, 17 May 2013.
- Resolution MSC.350(92): Amendments to SOLAS chapter III on emergency training and drills, adopted 21 June 2013.
- MSC.1/Circ.1446/Rev.2: Recommended interim measures for passenger ship companies, 13 August 2013.
- MSC93/6/1: "Preliminary recommendations arising from the Costa Concordia marine casualty investigation", submitted by Italy, 11 February 2014.
- MSC93/6/6: "Damage stability of cruise passenger ships", submitted by CLIA, 11 March 2014.
- MSC93/6/7: "Measures to enhance survivability after flooding, submitted by CLIA, 11 March 2014.
- MSC93/WP.6/Rev.1: Report of the working group, 23 May 2014.
- MSC94/6/3: Maintenance of watertight doors, submitted by Italy, 12 September 2014.
- SDC2/16: Revision of conditions under which passenger ship watertight doors may be opened during navigation and development of amendments to SOLAS regulation II-1/22 and MSC.1/Circ. 1380, submitted by Canada and the United States, 14 November 2014.
- MSC94/6/1: "Revised long-term action plan on passenger ship safety", submitted by the Secretariat, 15 January 2015.
- MSC95/INF.4: Proposals to improve passenger ship survivability after damage (incl. watertight doors), submitted by the European Commission, 27 March 2015.
- SDC3/3/1: Amendments to SOLAS regulations II-1/6 and II-1/8-1 – outcome of MSC 95, note by the Secretariat, 8 October 2015.
- MSC.1/Circ.1564: Revised guidance for watertight doors on passenger ships which may be opened during navigation, 16 July 2017.
- COM(2015) 508 final: Report to the European Parliament and Council – "Adjusting Course: EU passenger Ship Safety Legislation Fitness Check", 16 October 2015.

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– **Mona Lisa 2.0** (co-financed by the EU – TEN-T): Activity 3: Increased Maritime safety Safer Ships

– • **European Commission:**

- COM(2015) 508 final: Report to the European Parliament and Council – "Adjusting Course: EU passenger Ship Safety Legislation Fitness Check", 16 October 2015.

Timeline / important dates

- Italian "Costa Concordia" casualty investigation report dated 14 May 2013.
- MSC 92: 12-21 June 2013.
- MSC 98: 7-16 June 2017.
- MSC 99: 16-25 May 2018.
- Application of new subdivision and damage stability requirements from 1 January 2020.

About IUMI The International Union of Marine Insurance e.V. (IUMI) is a non-profit association established for the purpose of protecting, safeguarding and advancing insurers' interests in marine and all types of transport insurance. It also provides an essential forum to discuss and exchange ideas, information and statistics of common interest for marine underwriters and in exchange with other marine professionals. IUMI currently represents 46 national and marine market insurance and reinsurance associations.

The roles of IUMI are to
– act as a focal point and representative voice on behalf of the marine and transport insurance industries in dialogue with all interested parties,
– share information and research that are non-commercially sensitive with regard to marine and transport insurance,
– bring together marine insurance practitioners to facilitate the exchange of technical information and best practice, and
– provide information on positions taken by IUMI.

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