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4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

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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 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 Notwithstanding the requirements set out in the 1974 SOLAS Convention, as amended, companies owning and/or operating passenger ships should consider, inter alia, the operational measures set out in the annex when conducting the above review to enhance the safety of passenger ships.

3 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.

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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.

#### **Passenger muster policy**

3 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**

4 To minimize unnecessary disruptions and distractions to 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 to watchkeeping personnel during these periods.

#### **Voyage planning**

5 Companies owning and/or operating passenger ships 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, *Guidelines on voyage planning for passenger ships operating in remote areas* (resolution A.999(25)).