

MARITIME SAFETY COMMITTEE
94th session
Agenda item 6

MSC 94/6
4 September 2014
Original: ENGLISH

PASSENGER SHIP SAFETY

Outcome of III 1 on consideration of the casualty report on the **Costa Concordia**

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document provides information on the outcome of III 1 on consideration of the casualty report on the Costa Concordia
<i>Strategic direction:</i>	5.1, 5.2, 12.1
<i>High-level action:</i>	5.1.1, 5.2.2, 12.1.2
<i>Planned output:</i>	12.1.2.1
<i>Action to be taken:</i>	Paragraph 2
<i>Related document:</i>	III 1/18

Introduction

1 This document provides, in the annex, an extract of the report of III 1 containing the outcome of discussions related to the consideration of the casualty report on the **Costa Concordia**.

Action requested of the Committee

2 The Committee is invited to note the information provided and take action as appropriate.

ANNEX

EXTRACT OF THE REPORT OF III 1 (III 1/18, SECTION 5)

5 CASUALTY ANALYSIS AND STATISTICS

[..]

REPORT OF THE WORKING GROUP ON CASUALTY ANALYSIS

5.7 Having approved the report of the working group (III 1/WP.3) in general, the Sub-Committee took decisions as reflected in the following paragraphs.

[..]

CASUALTY ANALYSIS AND STATISTICS

[..]

COSTA CONCORDIA

5.11 The Sub-Committee considered the analysis of the marine safety investigation report concerning the grounding and loss of the passenger ship **Costa Concordia** with a view to bringing to the attention of MSC 94 the contributing factors, issues raised/lessons learned and observations on the human element. In that context, the Sub-Committee agreed with the issues highlighted by the group relating to the need:

- .1 for a comprehensive risk assessment, passage planning and position monitoring, for effective bridge resource management, and to remove distractions; and
- .2 to consider the protection of propulsion and electrical production compartments, the functional integrity of essential systems, the improvement and redundancy of emergency power generation, the detection and monitoring system interfacing with onboard stability computer, the inclusion of inclinometer measurements within VDR, more detailed assessment criteria for recognizing manning agencies, and the appropriate assignment of trained crew to emergency duties.

5.12 The Sub-Committee was of the view that known risks associated with a planned voyage are considered as part of voyage planning and urged caution against suggesting the need for a separate comprehensive risk assessment process. Furthermore, the Sub-Committee agreed that the current provisions for voyage planning took into account known risks associated with a planned voyage.*

* SOLAS regulation V/34.