Pacific Forum on Domestic Ferry Safety

Prepared by the Economic Development Division, Secretariat of the Pacific Community

Secretariat of the Pacific Community
Suva, Fiji
2012

Original text: English

Secretariat of the Pacific Community Cataloguing-in-publication data

Pacific Forum on Domestic Ferry Safety / prepared by the Economic Development Division, Secretariat of the Pacific Community

1. Maritime law – Oceania.
2. Navigation – Law and legislation – Safety measures – Oceania.
3. Boats and boating – Safety regulations – Oceania.

I. Title II. Secretariat of the Pacific Community

343.0966 AACR2

ISBN: 978-982-00-0596-9

TABLE OF CONTENTS

AGENDA

Day 1: Tuesday, 30 October 2012	
08:30-09:00	Registration
Opening Session **SPC (administrative remarks)** **EDD Director (Welcoming remarks)** **IMO (Welcoming remarks)**	
09:30-10:00	Photo Session and Tea/Coffee Break
Session 1 **Moderator:** Teboranga Tioti Dep. Secretary MCTTD, Kiribati	**Setting the Scene** **Part 1: Presentations** 1. IMO – Pacific Forum on Domestic Ferry Safety 2. SPC (Tweed) – Progress Report 2009 IMO Seminar 3. SPC (Rounds) – Maritime Administration Responsibilities 4. Nurur Rahman – Domestic Ferry Safety in Pacific Island Region 5. SPC (Tweed) – Regional Ferry Safety Issues 6. John Dalziel – Global Ferry Safety Issues
	Setting the Scene **Part 2: Discussions**
12:30-13:30	Lunch Break
Session 2 **Moderator:** David Penny Mngr Marine Ops AMSA, Australia	**Lessons Learnt: Accidents, Incidents & Analysis** **Part 1: Presentations** 1. PNG – MV *Rabaul Queen* Tragedy 2. ATSB – Inside the MV *Rabaul Queen* COI 3. Kiribati – MV *Emeeria* Incident & PIDSS 4. NZ TAIC – Joint Casualty Investigations: MV *Princess Ashika* & MV *Uean Teraoi II* 5. PIMLA - MV *Ovalau II* Inquiry 2004
	Lessons Learnt: Accidents, Incidents & Analysis **Part 2: Discussions**
15:00-15:30	Tea/Coffee Break
Breakout Groups **Facilitators:** Teboranga Tioti David Penny	**Breakout Groups** 1. Group 1 2. Group 2
Wrap-up day - moderator meeting	
17:00 – 19:00	Cocktail Hour
Day 2: Wednesday, 31 October 2012	
08:30	Commence Session
Session 3 **Moderator:** Kiniviliame Keteca Maritime Lawyer PIMLA	**Legislative Matters: Responsibilities, Rules & Regulations** **Part 1: Presentations** 1. RMI – Domestic Ferry Safety 2. New Caledonia – Domestic Ferry Safety 3. Philippines – Domestic Ferry Safety 4. FR Polynesia – Domestic Ferry Safety 5. Solomon Islands – Domestic Ferry Safety 6. AMSA – Regulation of Domestic Pax Vsls in Australia 7. Tuvalu – Domestic Ferry Safety
10:00-10:30	Tea/Coffee Break

Session 3 (cont) **Moderator:** Kiniviliame Keteca Maritime Lawyer, PIMLA	**Legislative Matters: Responsibilities, Rules & Regulations** **Part 1: Presentations**
12:30-13:30	Lunch Break
Session 4 **Moderator:** Teremoana Taio Owner Taio Shipping Ltd.	**General Matters: Safety Programs, Port Authority, Vessel Design & Construction** **Part 1: Presentations** 1. Interferry – Impact of Stability on Ferry Safety 2. SPC (Motu) - Pacific Ports Challenges 3. John Dalziel – Options for Stability Testing 4. NZ MFAT - Pacific Maritime Safety Programme 5. SPC (Tweed) - PIDSS Programme overview 6. KSA - Role of Ship-owner Associations in Passenger Vsl Safety
	General Matters: Safety Programs, Port Authority, Vessel Design & Construction **Part 2: Discussions**
15:00-15:30	Tea/Coffee Break
Breakout Groups **Facilitators:** Kiniviliame Keteca Teremoana Taio	**Breakout Groups** 1. Group 1 2. Group 2
Wrap-up day - moderator meeting	
Day 3: Thursday, 01 November 2012	
08:30	Commence Session
Session 5 **Moderator:** **Stephanie Dawson** **CEO, Sea SA Ferry**	**Operational Matters: Hazardous Weather, Overcrowding, Human Factors, Surveying, & Communications** **Part 1: Presentations** 1. SIMTA – Domestic Ferry Safety within the Solomon Islands 2. Palau –Challenges in Safety Equipment Service & Supply 3. FISA – Overcoming Safety Equipment Service & Supply 4. PacMA – A Holistic Approach to Domestic Ferry Safety 5. SPC (Bomo) - Planned Maintenance 6. Tonga – Domestic Ferry Safety Issues
10:00-10:30	Tea/Coffee Break
Session 5 (cont) **Moderator:** Stephanie Dawson CEO, Sea SA Ferry	**Operational Matters: Hazardous Weather, Overcrowding, Human Factors, Surveying, & Communications** **Part 2: Discussions**
12:30-13:30	Lunch Break
Session 6 **Moderator:** Nurur Rahman Exec Mngr Marine Ops NMSA, PNG	**Response Matters: Search & Rescue (SAR), Public Awareness** **Part 1: Presentations** 1. FEPSM – Auxiliary SAR Services 2. FISA – Marine Evacuation Systems 3. Kiribati – Domestic Pax Vsls & SAR 4. Vanuatu – Search & Rescue 5. SPC (Tweed) – Regional SAR Technical Arrangement for Cooperation
Session 6 **Moderator:** Nurur Rahman Exec Mngr Marine Ops NMSA, PNG	**Response Matters: Search & Rescue (SAR), Public Awareness** **Part 2: Discussions**
15:00-15:30	Tea/Coffee Break

Breakout Groups **Facilitators:** Stephanie Dawson Nurur Rahman	**Breakout Groups** 1. Group 1 2. Group 2
Wrap-up day - moderator meeting	
Day 4: Friday, 02 November 2012	
08:30	Commence Session
Session 7 **Moderator:** Phil Philippo Secretary MTC, Marshall Islands	**Conclusions and Recommendations** **Part 1: Presentations (from each Session)** 1. Setting the Scene - Teboranga Tioti 2. Lessons Learnt - Dave Penny 3. General Matters - Teremoana Taio 4. Legislative Matters - Kiniviliame Keteca 5. Operational Matters - Stephanie Dawson 6. Response Matters - Nurur Rahman
10:00-10:30	Tea/Coffee Break
Session 7 (cont) **Moderator:** Phil Philippo Secretary MTC, Marshall Islands	**Conclusions and Recommendations** **Part 2: Discussions**
12:30-13:30	Lunch Break
Draft Forum Action Plan – IMO, SPC, moderators	
Closing Session **IMO** **SPC**	
Have a safe trip home!	

Notes:

1. Breakout groups – identify key factors and points from the presentations and discussions in each Session to assist moderators towards development of the Forum Action Plan.
2. Session 7 – the facilitators from each session will present presentations that consolidate the results of their sessions. These presentations and subsequent discussion will then be used to draft the Forum Action Plan.

PACIFIC FORUM ON DOMESTIC FERRY SAFETY
30 October to 02 November 2012
Pasifika Conference Room, SPC, Suva, Fiji

Summary

The Pacific Forum on Domestic Ferry Safety was hosted by the Secretariat of the Pacific Community (SPC) in Suva, Fiji from 30 October to 2 November 2012. The event was funded by SPC and the International Maritime Organization (IMO), with additional funding provided by the Australian Maritime Safety Authority (AMSA).

The purpose of the forum was to discuss current and emerging domestic ferry safety issues, concerns, and trends from international, regional and national perspectives with the goal of achieving outcomes that can be operationalised by maritime administrations and the maritime industry, resulting in safer ferry operations.

Participating in the forum were governments and maritime administration authorities (nominated representatives) from Cook Islands, Federated States of Micronesia, Fiji, French Polynesia, Kiribati, Marshall Islands, New Caledonia, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu.

Representatives from the following organisations were also in attendance: Archipelago Philippines Ferry Corp (APFC), Australian Maritime Safety Authority (AMSA), Australian Transport Safety Bureau (ATSB), Canada, Federation d'entraide polynesienne de sauvetage en mer (FEPSM), IMO, Interferry – Sea Transport Solutions, Marine Safety Services (Fiji) Ltd, New Zealand Ministry of Foreign Affairs and Trade (MFAT), New Zealand Transport Accident Investigation (TAIC), Pacific International Maritime Law Association (PIMLA), Pacific Islands Maritime Association (PacMA), Philippines Maritime Industry Authority (MARINA), Solomon Islands Maritime Transport Association (SIMTA) and the Tonga Shipping Association.

A list of participants is attached as **Annex 1**.

Opening

- The Chair, Mr Bruce Tweed, Ship Safety Audit Adviser, SPC's Economic Development Division (EDD), welcomed all the delegates to the forum and provided some administrative notes.

- The meeting was opened with a prayer from Mr John Rounds, Shipping Adviser, SPC EDD.

- Mr John Hogan, Director of SPC EDD, delivered a welcoming address to the delegates. The speech is attached as **Annex 2**.

- Mr Milhar Fuazudeen, IMO's Head of Maritime Training and Human Element Section, Maritime Safety Division, also delivered a welcome speech to the delegates. This is attached as **Annex 3**.

- This was followed by a group photo session and then morning tea.

Session 1 – Setting the scene

Part 1: Presentations

Moderator: Ms Teboranga Tioti, Deputy Secretary, Ministry of Communications, Transport & Tourism Development (MCTTD), Kiribati

1.1 Mr Milhar Fuazudeen, Head, Maritime Training and Human Element Section of IMO's Maritime Safety Division, delivered a presentation on IMO and domestic ferry safety. The full presentation is attached as **Annex 4**.

1.2 Mr Bruce Tweed, Ship Safety Audit Advisor, SPC EDD, gave a progress report on the 2009 IMO Regional Seminar on operational safety of domestic ferries and non-convention vessels. The progress report is attached as **Annex 5**.

1.3 Mr John Rounds, Shipping Adviser, SPC EDD, gave a presentation on Maritime Administration Responsibilities. The full presentation is attached as **Annex 6**.

1.4 Mr Nurur Rahman, Executive Manager, Maritime Operations Division of PNG's National Maritime Safety Authority (NMSA), gave a presentation on domestic ferry safety in the Pacific Island region. The full presentation is attached as **Annex 7**.

1.5 Mr Bruce Tweed of SPC gave a presentation on regional domestic ferry safety issues. The full presentation is attached as **Annex 8**.

1.6 Mr John Dalziel, a marine architect, gave a presentation on global domestic ferry safety issues, which was co-authored by Roberta Weisbrod. The full presentation is attached as **Annex 9**.

Part 2: Discussions

1.7 Mr Rahman spoke on the International Convention on Load Lines and brought up the MV *Rabaul Queen* incident saying that it had breached the Load Lines Convention in many aspects. Mr Rahman said that the MV *Rabaul Queen* owners had a different view of the implementation or the enforcement of load lines because it was thought that the Load Lines Convention was only for vessels on international voyage. But the convention applied to vessels of more than 24 meters that were on domestic voyages carrying passenger and cargo. Mr Fuazudeen of IMO commented that the onus was on the maritime safety authority of the country to ensure that the Load Lines Convention or any other convention was complied with.

1.8 Mr Stuart Ballantyne, Chief Executive Officer, Interferry – Sea Transport Solutions of Australia, asked Mr Rounds of SPC and Mr Rahman of PNG to explain how much did government policy or lack of incentives and initiatives have to do with countries having less than suitable tonnage. Mr Rounds said that there were some incentives in some countries to assist but the other extreme was that there was very little. He added that there were some countries that had taken fairly aggressive stance to assist via tax exemptions and subsidies. Giving PNG as an example, Mr Rahman said they were currently drafting new legislation that would incorporate fiscal incentives that once enacted would put fiscal measures in place that should result in newer tonnage having less excise duty.

1.9 Mr Richard Coleman, Chief Executive Officer of Vanuatu Maritime College and the Chair of the Pacific Islands Maritime Association (PacMA), brought attention to the many initiatives undertaken by SPC over the years for its member governments in the Pacific. One such good initiative was the Compendium of Notices published by SPC, which was a consolidated publication of maritime legal, safety, security and technical advisories.

1.10 Mr David Penny, Manager, Maritime Operations, Australian Maritime Safety Authority (AMSA) asked Mr Rahman if it was possible to make regulations too onerous for some areas in the Pacific and whether the more onerous regulations would make implementation and more importantly the enforcement of these regulations very difficult resulting in less compliance. Mr Rahman said there was a need to revise existing rules and regulations in order to conform to better regulations for enhancement of safety. He highlighted AMSA's Non-Conventional Vessel Standards and said that PNG was eager to look at it and adopt it if it was appropriate and good for the region.

1.11 Ms Stephanie Dawson, Chief Executive Officer, Interferry – Sea Transport Solutions of Australia, asked Mr Tweed about the implementation of the safety management systems and whether or not the ship owners were involved in all decision making processes or was it bureaucracy. Mr Tweed responded saying that this tends to work in a multitude ways. He said that within the Pacific Islands Domestic Ship Safety (PIDSS) Programme, the focus was on working through the maritime administration to implement the programmes and then working with industry particularly with ship-owners association to implement all the components of the safe management systems. There was a determined effort to engage with industry and the industry to some extent reciprocated on this. He added that there was an understanding that developing regulations without involving the people who are expected to comply with these regulations, may look good but doesn't always work well.

Session 2 – Lessons learnt: accidents, incidents & analysis

Part 1: Presentations

Moderator: Mr David Penny, Manager, Maritime Operations, AMSA, Australia

2.1 Mr Nurur Rahman, Executive Manager, PNG NMSA, gave a presentation on the MV *Rabaul Queen* Tragedy – lessons learnt. The full presentation is attached as **Annex 10**.

2.2 Mr Stephen Curry, Manager, Surface Safety Canberra, ATSB, gave a presentation on the MV *Rabaul Queen* commission of inquiry – the good and the not so good. The full presentation is attached as **Annex 11**.

2.3 Mr Omirete Tabureka, Marine Officer, Marine Division, Ministry of Communications, Transport & Tourism Development, Kiribati, gave a presentation on MV *Emeeria*: lessons learnt & the SPC PIDSS Programme. The full presentation is attached as **Annex 12**.

2.4 Mr Tim Burfoot, Chief Investigator, TAIC, gave a presentation on managing joint casualty investigations under the Casualty Code: MV *Princess Ashika* and MV *Uean Teraoi II* incidents. The full presentation is attached as **Annex 13**.

2.5 Mr Kiniviliame Keteca, Lecturer in Ocean Law and Policy at the University of the South Pacific and a member of PIMLA, gave a presentation on the marine inquiry into the sinking of MV *Ovalau II*. The full presentation is attached as **Annex 14**.

Part 2: Discussions

2.6 Ms Samantha Miezio, Project Manager, Ministry of Foreign Affairs and Trade (MFAT), New Zealand, asked Mr Tabureka what would convince the additional ship owners to join the PIDSS Programme and what did they have to do from here on to be part of the programme. Mr Tabureka said the ship owners were already convinced with joining the PIDSS Programme as they had better understanding of safety requirements and the need to document all activities related to inspections, including the pre-departure checklist, which they understood fully, was for their own safety.

2.7 Mr Coleman highlighted the MV *Rabaul Queen* enquiry and said that the commission of inquiry, as stated in its terms of reference, had to report on evidence leading to any criminal act contributing to the disaster or evidence leading to any civil responsibility for the disaster. He said it was recently reported that the Police and the Public Prosecutor in PNG had no funds to pursue the investigation further and they were not allowed to use any evidence from the commission of inquiry to pursue their investigation. Mr Coleman added that like the clever operator who got off, there will be people like that who were going to find ways to avoid prosecution and continue their business elsewhere.

2.8 Mr Dalziel asked Mr Tabureka about the MV *Emeeria* incident where the outrigger came loose and fell off. He asked whether it was due to the master driving the vessel too hard or was there a fundamental fault in the building of the vessel. Mr Tabureka said that it could have been caused by the edges on top of the outrigger. More water was coming in and less water was being pumped out, which put a lot of pressure on the joining part of the beam resulting in the outrigger submerging and eventually falling off.

2.9 Mr Tweed organised the delegates into two break-out groups to discuss issues and come up with recommendations based on the two sessions. This was followed by a moderator meeting to discuss the set of recommendations from the breakout group discussions.

Session 3 – Legislative matters: responsibilities, rules & regulations

Part 1: Presentations

Moderator: Mr Kiniviliame Keteca, Lecturer in Ocean Law and Policy at the University of the South Pacific and a member of PIMLA.

3.1 Mr Phil Philippo, Secretary, Transportation and Communications, Republic of the Marshall Islands, gave an overview of domestic ferry safety in the Marshall Islands. The full presentation is attached as **Annex 15**.

3.2 Mr Thierry Nervale, Deputy Manager in Charge of ship safety, Maritime affairs department of New-Caledonia, gave a presentation on domestic ferry safety in New Caledonia. The full presentation is attached as **Annex 16**.

3.3 Mr Jose Venacio A. Vero Jr., Director of the Maritime Safety Office, Maritime Industry Authority, Philippines, gave a presentation on Philippines' domestic ferry safety regulations. The full presentation is attached as **Annex 17**.

3.4 Ms Catherine Rocheteau, Director of Maritime Affairs, French Polynesia, gave a presentation on domestic ferry safety in French Polynesia. The full presentation is attached as **Annex 18**.

3.5 Mr Kendall Boso, Senior Surveyor and Examiner, Solomon Islands Maritime Safety Administration (SIMSA) gave a presentation on domestic ferry safety in Solomon Islands. The full presentation is attached as **Annex 19**.

3.6 Mr Abdul Hannan, Head of Inspections, Marine Operations Division, AMSA, gave a presentation on regulation of domestic passenger vessels in Australia. The full presentation is attached as **Annex 20**.

3.7 Mr Tanielu Italeli, Assistant Marine Manager, Tuvalu Ports & Marine, gave a presentation on domestic ferry operation and regulation in Tuvalu. The full presentation is attached as **Annex 21**.

Part 2: Discussions

3.8 Mr Coleman asked Mr Venacio if there was any information on how the large costs incurred by ship owners in Philippines with regard to implementing some of the essential regulations, were absorbed. How much was passed onto travelling public and whether that affected the actual operation of the vessel. Mr Venacio advised that since fares are deregulated, the operators decide on the fare and if they charge a high price, passengers and merchants would not use their ships.

3.9 Mr Rahman advised the plenary that neither the PNG government nor the PNG maritime administrations had ever endorsed the Pacific Registry where Tuvalu had one of their vessels classed. Tuvalu stated that the Pacific Registry was an Australian company based in Australia but registered in PNG.

3.10 Mr Ballantyne noted from French Polynesia's presentation that they had some modern, good vessels and queried if French Polynesia had French funding to acquire good vessels. French Polynesia stated that they had some international standard vessels as well as old ones and were in a difficult financial situation. Further stated that shipping is a public service in French Polynesia as islands are far flung and shipping operations are controlled by the government in order to keep a balance. Market is not allowed to operate freely. Distant island routes are covered by cargo vessels.

3.11 Mr Kamilo of PNG asked AMSA whether commercial vessels were classed as non conventional or conventional vessels under the national standards for commercial vessels.

3.11.1 Mr Hannan stated that International Convention on Safety of Life at Sea (SOLAS) should be applied. He further elaborated that Chapter I of SOLAS applies to ships on international voyages unless otherwise expressed. Individual chapters of SOLAS need to be read to understand the provisions. If provisions in a chapter apply to all ships on all voyages, it means that if a country is a party to that convention, it should apply that chapter even to domestic voyages. Sub paragraph of one of the chapters states

that each administration can apply the extent of certain regulations as they desire. People can think that fishing vessels will not come under SOLAS but it may because one particular chapter applies to all ships on all voyages. It is the same for radio requirements – some people say that it doesn't apply for ships less than 500 gross tonnes but it does in some cases. The International Convention for the Prevention of Pollution from Ships (MARPOL) applies to all ships but some government and defence ships are exempted. So even if ship is not going overseas, MARPOL should apply.

3.12 Mr Tweed asked Ms Rocheteau about the number of surveyors they had for achieving the number of surveys that have to be performed each year. Ms Rocheteau said there were only two surveyors but they are hoping to employ another two by 2013 in order to strengthen the team. Vessel officers need to be hired sometimes and although there is support from three French government officials based in French Polynesia, getting their assistance is not always easy due to their own workload.

3.13 Mr Cakau of MSAF mentioned that Fiji is in the process of reviewing its maritime legislation and was looking to recognise people with experience to conduct surveys. They were interested in knowing whether AMSA or the individual Australian territories and states would be responsible for conducting surveys under their forthcoming new regulations concerning the survey of domestic vessels. What mechanism will be there for AMSA to ensure that a uniform standard of survey is maintained throughout Australia?

3.13.1 Mr Hannan said the current practice was that state's marine authorities conduct surveys on their domestic vessels operating within the state waters. With new national law coming into force early 2013, AMSA would become the national regulator. A new division called the Domestic Vessel Division will develop related legislation and keep standards up to date. The AU National Standards for Commercial Vessels (NSCV) will become the replacement for AU Uniform Shipping Code (USL) Code. State marine surveyors will be part of the new division. AMSA will delegate their functions to the Domestic Vessel Division because the laws developed by the division will become Australia's national law. As far as legal requirements were concerned, states will be complying with the national law but AMSA will delegate those functions to state marine authorities to conduct surveys on their behalf under the new law. At the moment, for large ships, the survey and certification functions have been delegated to nine class societies that are members of the International Association of Classification Societies (IACS) but larger vessels, which fall under the domestic law, need to be classed. Class society will look at the larger vessel certification. Another option that had not been finalised was delegating some responsibilities to accredited surveyors. AMSA will accredit some colleges to take the examination for these qualifications.

3.14 Ms Dawson asked AMSA that since the Uniform Shipping Laws (USL) Code had been accepted and applied by all Australian states, wouldn't it have been easier for AMSA to just legislate this existing USL code.

3.14.1 AMSA advised that when the USL Code was brought in, all the states were supposed to be universal, but the states later found that the code was not suitable for their needs. To overcome this, they funded the National Maritime Safety Council (NMSC), which was tasked with re-writing the USL Code. The NMSC drafted the NSCV with, which all the states were more in agreement with than the USL Code. NMSC had put

in many years of work on the NSCV when AMSA took over. AMSA found that many people were writing it like an Australian standard and many of these people were from the Australian Standards and that it wasn't drafted in the best manner for industry. Where the USL Code was one single Code, the NSCV had many different parts, making it difficult to implement. As a result, AMSA started to rewrite NSCV to make it more modern and has included risk assessment and such things that weren't in the USL. A 'hybrid' USL Code (combined USL/NSCV 2010) is available on the AMSA website.

3.14.2 Mr Ballantyne added to the discussion on the USL Code saying that it was a very good and easy system to follow. Sea Transport Solutions had used this system to design many vessels globally. He further stated that getting a survey certificate from IACS was too expensive.

3.14.3 MSAF mentioned that the USL code has been part of the Maritime Code in Fiji since 1990 and that it was currently being amended to suit the latest change in requirements.

3.15 Ms Tioti queried whether other countries had encountered agents, fisheries and owners allowing passengers to travel on fishing vessels.

3.15.1 Ms Rocheteau responded that there were many fishing vessels that carry passengers in French Polynesia simply because there was no other reliable transport. Although maritime regulations do not allow this because fishing vessels are not built to carry passengers, during whale watching season the maritime administration give temporary one-off permits to some fishing vessels to take one or two passengers with them.

3.15.2 Mr Nervale added that in New Caledonia they try to evolve regulations on a constant basis to make it adaptable to real practice because when the gap between regulation and actual practice becomes too large, regulations become very hard to enforce.

3.15.3 Mr Vero of Philippines shared similar sentiments. Philippines have whale watching seasons and allow fishing vessels to carry passengers, provided they comply with safety requirements such as fire fighting and safety and get passenger insurance. All passenger ships in Philippines are required to have passenger insurance coverage.

3.16 Mr Nansen requested Mr Italeli to divulge more information on their dual role as regulator and operator. Mr Italeli said their maritime administration was the one responsible for setting regulations in regard to domestic ferries and at the same time they were the ones to operate government shipping, which is the only shipping service available in the country. They were the ones executing administration issues while enforcing flag state compliance. A proposal had been submitted to cabinet recently to set up a port authority to separate the shipping service from the maritime administration.

3.17 Mr Fuazudeen of IMO commented on some issues:

3.17.1 With reference to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), IMO stated that it was important for everyone to use the correct terminology in order to avoid confusion, especially in the process of developing new regulations or redrafting or revising legislation. The STCW

Convention is correctly known as 'STCW Convention 1978 as amended' and should not be referred to as '2010 STCW' or 'STCW 2010 Regulation'.

3.17.2 Effective implementation/enforcement of legislation is most important as. Proper enforcement can be illustrated by an inspector going on board a vessel with the aim of finding out whether standards were being followed as required.

3.17.3 Countries need to have rules, regulations, guidelines or recommendations that suit their purpose. There was no need to copy other countries. IMO assisted Indonesia with non-convention vessel standards based on several standards from around the world but mainly based on AU Uniform Shipping Law (USL) Code, which was a more prescriptive standard that is fairly easy to follow. As a result of this, Indonesia made significant changes to existing standards to suit their own requirements and areas of operations.

3.18 Mr Tweed commented that the Pacific Islands Maritime Laws (PIMLaws) were designed to be a minimal standard and could be tailored to suit individual country needs. PIMLaws are available from SPC and can be sent to PICTs upon request. SPC was also available to assist PICTs in drafting laws suitable to their requirements and as well as drafting technical papers to accompany the laws. He further added that under the laws that are in place, there are regulations that say what the law means. The maritime administrations develop policies and procedures that implement those regulations. It should be noted that regulations will not address every single circumstance that will be encountered.

3.18.1 AMSA asked for further elaboration on PIMLaws. Mr Tweed said that PIMLaws were designed to meet a multitude of purposes across the entire maritime spectrum and covering both international and domestic areas. PIMLaws addressed laws/acts as well as regulations. All model legislation and regulations under PIMLaws were drafted by maritime lawyers engaged by SPC. The work was done with the technical expertise of SPC combined with the legal expertise of maritime lawyers, associated with PIMLA, in the region.

3.19 Mr Moses requested for information on the factors that determined whether a vessel had to be classed or not; whether it was the length, or the insurance required for the vessel, or any other factor.

3.19.1 Mr Ballantyne responded saying that under USL, Australian states could handle up to 80m vessels. They were responsible for planning approval, safety and stability components. Under the new NSCV, this function had been given to AMSA. AMSA only deals with big ships that have been classed. Smaller vessels (35m) now have to be classed by IACS, which works out to be very expensive for operators. AMSA clarified about NSCV saying that one part was developed by National Maritime Safety Committee (NMSC) and it was NMSC that brought down the figure from 80m to 35m, most likely depending on the risk. Philippines added that their earliest requirements for class applied only to passenger ships of 500 gross tonnes and above, which was later lowered to 250gt.

3.19.2 Mr Curry of ATSB reiterated that no organisation should follow arbitrary numbers that are used in other areas. Organisations should always consider the operation in their area, the risks involved in that type of operation and then consider where those

transition points of type of legislation and types of survey should start and finish. The risks involved will not necessarily be the same as those of other organisations.

Session 4 – General matters: safety programs, port authority, vessel design & construction

Part 1: Presentations

Moderator: Mr Teremoana Taio, Owner, Taio Shipping Ltd, Solomon Islands.

4.1 Mr Stuart Ballantyne, Chief Executive Officer of Sea Transport Solutions, gave a presentation on the impact of stability on ferry safety. The full presentation is attached as **Annex 22**.

4.2 Mr Hakaumotu Fakapelea, Maritime Port Security Adviser, SPC EDD, gave a presentation on Pacific ports challenges. The full presentation is attached as **Annex 23**.

4.3 Mr John Dalziel, a marine architect, gave a presentation on options for stability testing. The full presentation is attached as **Annex 24**.

4.4 Ms Samantha Meizio, Project Manager, Pacific Maritime Safety Program of New Zealand's Ministry of Foreign Affairs and Trade, gave a presentation on MFAT's Pacific maritime safety programme. The full presentation is attached as **Annex 25**.

4.5 Mr Bruce Tweed, Ship Safety Audit Advisor, SPC EDD, gave an overview of the Pacific Islands Domestic Ship Safety (PIDSS) programme. The full presentation is attached as **Annex 26**.

4.6 Mr Tebwe Ietaake, Manager, Cooperative Society Ltd. in Kiribati gave an outline on the role of shipowner associations in passenger vessel safety (no PowerPoint presentation). The outline is attached as **Annex 27**.

Part 2: Discussions

4.7 Mr Dalziel directed a query to the French attendees saying that in his presentation, he mentioned the application of ISO stability (which was actually part of the EU regulatory requirements) and how it was adopted for small commercial vessels in Canada. He asked how it was used in France, in terms of commercial vessels as opposed to pleasure craft.

4.7.1 Mr Nervale explained that in terms of regulations applying to commercial vessels, they have not taken over ISO stability standards. But used a series of very practical tools to assess the stability of small vessels (under 12 meters usually). The first tool was an approximation formula to calculate loading, which allows the surveyor to immediately decide what load is allowed, based on the length and the width of the ship. They also used the "period of roll test" to assess the value of GM (metacentric height). For passenger vessels, or vessels that carry passengers without being passenger vessels as such, they conducted a passenger heeling test. These were three practical tools that surveyors can use when assessing a vessel. Even if a surveyor has never visited a ship before its commissioning, he/she could use these three tools to check stability. Furthermore, for all undecked vessels below 12 meters, an approximation formula was used to calculate the buoyancy volume required, depending on the load they wanted to carry.

4.8 Mr Rahman queried Mr Ballantyne if catamarans could be considered a good alternative for carrying cargo in the Pacific. Mr Ballanytne said catamarans were best used for passenger vessels. For carrying containers, stern landing vessels/back to front landing vessels could be considered as these have good deadweight capability.

4.9 Mr Hannan commented on Mr Ballantyne's statement that requirements should be based on length, instead of gross tonnage. He said there were some issues with the 1969 Tonnage Convention and these were being addressed. He asked Mr Ballantyne if requirements were based on length whether owners would switch over to mono hull to avoid some of the requirements since catamarans were smaller in length and their carrying capacity was higher compared to mono hull vessels. Mr Ballantyne said that even the MV *Rabaul Queen* was picked to get around the gross tonnage benchmark. Regulators have set an unrealistic benchmark whether its 250 or 500 or 1000 on gross tonnage and operators always try to work around it, and often not to the best outcome for the vessel. Mr Penny commented that if requirements were based on length, ships would get shorter and wider.

4.9.1 Mr Rahman stated that regulators use the tonnage system as it is an equitable way of finding out the earning capability of a vessel rather than charging levies on the earning capability of the owner. Regulators want similarity in everything and as such there cannot be a convention based on length overall when everything else was based on tonnage. Mr Ballantyne was asked if he had any prescription for regulatory authorities on how to overcome this situation. Ballantyne replied that gross tonnage was originally used to find out how many barrels could be carried on a vessel. It no longer has anything to do with the earning capability of the vessel. There is no correlation between earnings and gross tonnage. Mr Vi of Tonga Shipping Association supported Mr Ballantyne's suggestion of basing requirements on length mainly because of his experience as a ship owner whereby he had to pay more levy for his ship which was similar in size to another but had higher tonnage.

4.10 Mr Fuazudeen asked Mr Dalziel for suggestions on how to train 'lower grade masters' in a very simple manner on the dangers of what would happen if a ship is unstable rather than on what stability is. Less trained people are operating better built ships and sometimes even masters are unsure of their responsibility. Mr Dalziel replied saying that training should take place from the ground up. A lot of modern vessels have been lost. The bigger the (stability) book the less it will be read especially with no formal education. This is a fundamental question with no simple answer. Having fairly simple diagrams will help. Emphasis should be on the simplicity of things. Mr Nervale added that stability notebooks are often thick and difficult to use on small ships.

4.11 Delegates broke out into two groups to discuss issues and come up with recommendations based on the two sessions. This was followed by a moderators' meeting to discuss the set of recommendations from the breakout group discussions.

Session 5 – Operational matters: hazardous weather, overcrowding, human factors, surveying, & communications

Part 1: Presentations

Moderator: Ms Stephanie Dawson, CEO, Interferry – Sea Transport Solutions

5.1 Mr Patteson Mane, Chairman of Solomon Island's Maritime Transport Association (SIMTA), gave an outline on passenger safety on passenger ferries in the Solomon Islands (no PowerPoint presentation). The outline is attached as **Annex 28**.

5.2 Mr William Hayes Moses, Director of Commercial Development, Palau, gave a presentation on overcoming challenges of infrastructure constraints and rising cost of compliance (partnership model). The full presentation is attached as **Annex 29**.

5.3 Mr Viliami Vakautapola Vi, General Manager of Friendly Islands Shipping Agency (FISA) Ltd., Tonga, gave a presentation on overcoming safety equipment servicing & supply issues. The full presentation is attached as **Annex 30**.

5.4 Mr Richard Coleman, CEO of Vanuatu Maritime College, Member of Executive Committee of PacMA, and Chair of Maritime Education and Training (MET) sub-committee, gave a presentation on a holistic approach to domestic ferry safety. The full presentation is attached as **Annex 31**.

5.5 Mr Alobi Bomo, Maritime Safety and Security Advisor, SPC EDD, gave a presentation on Planned Maintenance. The full presentation is attached as **Annex 32**.

5.6 Mr Ken Barnett, Maritime Advisor, Marine & Ports Division, Ministry of Infrastructure, Tonga, gave a presentation on domestic ferry safety issues in Tonga. The full presentation is attached as **Annex 33**.

Part 2: Discussions

5.7 Mr Philippo of Marshall Islands said that it was good to hear that Tonga had a Life Raft Servicing station. Mr Coleman commented that the company that set-up the Life Raft Servicing station in Tonga were doing the same thing in Vanuatu and had just got approval to do the same thing in Fiji.

5.8 Mr Levao of Samoa made a comment on the linkage between the maritime training providers and the maritime industry. In Samoa, an industry advisory panel has been created that advises and provides industry input into improving curriculum of training institutes.

5.9 Mr Nervale asked the shipowners' association on how they viewed surveyors and how they expected them to behave. Mr Leguloku of Solomon Islands said members in their country complained about surveyors not treating them equally. The association felt that the surveyors ought to have more dialogue with the shipowners so there is no "us and them" mentality and there is no case of shipowners distrusting ship surveyors because of that thinking.

5.9.1 Mr Cakau commented on Fiji's experience saying they took initiative to meet with shipowners or ship managers to discuss the problems they faced with the authority and as a result the ship owners have come forward and had face to face discussions with the authority. He added that there had to be a partnership between the authority, government, shipowners, and shipping companies if agencies wanted to move forward and improve the standard of shipping in the Pacific.

5.9.2 Ms Dawson made a comment as owner and operator saying that they also had some strict surveying standards in Australia and that they sometimes had a difference in

opinion with the surveyor. The surveyor had his guidelines and the shipowners/operators had their standards or expectations. He emphasises that every operation was different, every ship was different and yet most countries had a set of rules that was meant to encompass everything. The industry therefore had to try and work with the surveyor on the points of difference. As long as the shipowners/operators demonstrate that they are genuinely trying to meet the criteria even if they don't get there totally, they could generally finish up by getting a clean certificate. There was no room for a 'us and them' mentality – industry had to work with the surveyor.

5.9.3 Mr Tweed said that in his discussions with ship owners and administrations working on the PIDSS Programme, the one word that came up most frequently was consistency. In his view, the maritime administrator should be striving for consistency on the reports they were receiving from the surveyors, which will demonstrate consistency on board the vessel in terms of application of regulations and other requirements. He also stressed the importance of having an appeal process in place for shipowners that is open and transparent and assists in resolving issues relating to decisions made by a surveyor. It was thought that having an appeal process in place in the system helped to ease a lot of the tension between surveyors and ship owners.

5.9.4 Mr Dalziel commented saying that in Canada there was a mechanism in the Shipping Act that allowed shipowners to challenge an inspector's decision.

5.9.5 Mr Nervale elaborated on the appeal procedure in New Caledonia. If the maritime administration's decision is challenged, the administration immediately organises another survey with a different surveyor (whose supervisor is usually present as well), to confirm or invalidate the initial decision. The results of the survey are then conveyed to a Safety Commission, comprising of representatives of ship owners, the classification societies and the maritime administration. The Commission decides whether to confirm or invalidate the decision. But they have come to realise that this procedure is not adequate when it comes to daily interaction of ship owners and surveyors. The administration was currently developing a new system, based on the International Organization for Standardization (ISO) 9001 2008 (related to customer satisfaction). This takes into account all the queries sent by shipowners and the administration responds promptly. These are the two procedures that New Caledonia had in place to help smooth relationships between shipowners and the maritime administration. But we are not quite there yet.

5.9.6 Mr Moses asked that given the limited technical expertise in the region, who would convene the appeal process. Mr Vero said it should be the maritime administration. It is only the boss of the administration who can decide whether to let the ship go or not.

5.10 Mr Ballantyne said that in a discussion with operators in Australia recently, they found that 95 percent of their operational problems were electrical, however it was beyond the capability of their engineers because this was not covered in the syllabus for engineering colleges in Australia. Mr Ballantyne asked trainers from the maritime colleges and maritime training schools how they were coping with the changes in technology. Mr Richard Coleman said they were coping and they had a new version of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), which dealt with electro-

technical officers and electro technical ratings and these were in the final process of formatting before being implemented. He hoped that colleges such as the Australian Maritime College and the Manukau Institute of Technology were developing courses for electro technical officers and electro technical ratings to deal with the new technology that were coming into the engineering field.

5.11 Mr Rahman suggested that the action plan, which was to be developed by the forum, should be uniform across the whole region. Referring to Mr Coleman's presentation in regards to maritime training being a vital part in the whole regime of domestic ferry safety, Mr Rahman said that in PNG they had managed to convince the shipowners to introduce collective sponsorship of cadets into maritime academies. Coastal shipowners, collectively through member country contributions, were able to sponsor cadets who eventually become a pool of resources in the country.

5.12 Mr Emmsley of Samoa asked Mr Coleman if they had any kind of guidance policies in place including training curriculum, by way of ensuring full transition of students that were considered as non-traditional, such as females, into the maritime industry.

5.12.1 Mr Coleman said there were two sides to the story. First, females needed to be encouraged that there is a worthwhile career at sea. So there is an obligation, whether it lies with the training institute or the education department, to uplift the profile of a career at sea. Secondly, there is the issue of whether the ships are capable of carrying females. Most domestic ships have shared accommodation so making areas available for females to comfortably fit in is a challenge for shipowners. This is a more difficult task for the domestic industry as opposed to the international industry, which tends to have single berth accommodation.

5.12.2 Mr Rahman said in PNG they had quite a good percentage of female cadets both on the nautical and engineering side. He added that they needed a cultural change within the region and among themselves to allow the other gender to come into the maritime sector.

5.13 Mr Lokopwe of FSM asked that when a ship gets into a disaster, who was responsible – the surveyor or the operator. One response was that as soon as the vessel sails, the responsibility lies with the Master. Another view was that if a vessel has just been surveyed and it sinks or gets into a disastrous situation, the blame will be placed on the surveyor. The general view was that shipping is a commercial business and commercial things come at a cost therefore surveyors and regulators have an important part to play in ensuring that only seaworthy ships are certified to operate.

5.13.1 Mr Curry of ATSB stated that one of the important things was not just looking at who did the wrong, but looking at why people do such things and that's what can bring about change in safety culture. Blaming the master for taking an unseaworthy ship to sea is not the answer; there was a need to understand why he made those decisions. Blaming a shipowner for having an unseaworthy ship was not the answer; there was a need to understand why he had an unseaworthy ship. Blaming a surveyor for doing a poor survey is not the answer; there was a need to understand why that was the case. It is only by understanding these root causes that countries can prevent such incidents from happening.

5.14 Mr Tweed mentioned Mr Bomo's presentation on preventative maintenance measures and said that this was an area that SPC was trying to focus more on. He added that there was an SPC PacMA Safety Committee that was developing a template for a preventative maintenance system manual. Not only is it a cost effective safety measure but it was also a fuel efficiency measure. The more effectively a ship runs, the less it costs for a number of reasons.

Session 6 – Response matters: search & rescue (SAR), public awareness

Part 1: Presentations

Moderator: Mr Nurur Rahman, Executive Manager, Maritime Operations Division, PNG NMSA

6.1 Mr Stanley Ellacott, President, Federation d'entraide polynesienne de sauvetage en mer (FEPSM), gave a presentation on auxiliary SAR services. The full presentation is attached as **Annex 34**.

6.2 Capt. Viliami Vakautapola Vi, General Manager of Friendly Islands Shipping Agency (FISA) Ltd., Tonga, gave a presentation on a proposal for a marine evacuation system (MES) for MV *'Otuanga'ofa*. The full presentation is attached as **Annex 35**.

6.3 Mr Omirete Tabureka, Marine Officer, Marine Division, Ministry of Communications, Transport & Tourism Development, Kiribati, gave a presentation on domestic passenger vessels and SAR. The full presentation is attached as **Annex 36**.

6.4 Mr Henry Worek, Principal Licensing Officer/Marine Surveyor, Ports & Marine, Vanuatu, gave a presentation on maritime safety & SAR in Vanuatu. The full presentation is attached as **Annex 37**.

6.5 Mr Bruce Tweed, Ship Safety Audit Advisor, SPC EDD, gave an overview of the regional SAR technical arrangement for cooperation. The full presentation is attached as **Annex 38**.

Part 2: Discussions

6.6 Mr Ballantyne asked what percentage of the SAR operations covered recreational vessels as opposed to commercial vessels. Mr Rahman responded saying that many member states did not have very good record-keeping systems, let alone dividing the statistics by type of vessel. In terms of SAR statistics in PNG over the last two years, PNG does not have much of a pleasure vessel category but had a 'small boats' category, which covered vessels below 10 metres. Mr Ballantyne highlighted that accordingly to the Australian statistics a few years ago, 95 percent of SAR operations involved recreational vessels but 95 percent of the rules and regulations were for commercial vessels. It seemed to be a huge mismatch.

6.6.1 Mr Ballantyne asked French Polynesia what percentage of rescues involved yachtsmen and people passing through their waters. French Polynesia said that 90 percent of rescues related to recreational vessels and the remaining 10 percent mostly involved tuna fishing vessels that run aground on the reef. In 2011, Maritime Rescue Coordinating Center (MRCC) coordinated a total of 600 rescue operations, 40 percent of which were carried out by the Federation.

6.7 Mr Tweed elaborated on safety standards relating to recreational vessels, which do not routinely carry passengers for hire therefore the people using these vessels do so at their own risk. There are higher standards for commercial vessels and these standards may not be applied equitably but there are certainly grounds to say that there should be more restrictions on recreational vessels, and maybe they should all be licensed.

6.8 Mr Nervale highlighted a difference between New Caledonia and metropolitan France, in terms of search and rescue and recreational navigation. For a lot of people in New Caledonia, there is no such thing as recreational navigation. People practice subsistence fishing to support their families. Part of the New Caledonian population cannot be seen as practicing recreational navigation. SAR operations often relate to fishermen or people who go out fishing during the weekend but using a pleasure craft to do fishing. Noumea is the only place in New Caledonia where recreational navigation is comparable to metropolitan France.

6.9 Mr Paeniu of Tuvalu commented on the SAR convention mentioned in Mr Tweed's presentation, noting that a nation is obliged to rescue when they receive any distress in its waters. The general view was that countries had an obligation whether they were a signatory to the convention or not. It was an obligation to save lives if the country had the capacity to do so.

6.10 Mr Issac Whippy of Marine Safety Service (Fiji) Ltd suggested that given the cost of a MES being very expensive, there was the option of using davit-launched liferafts, which could cater for the elderly, little children, and those who are handicapped. Mr Rahman gave a firsthand account of his experience with davit-launched liferafts on large vessels. For a small boat rolling 30-40 degrees either way, it would be extremely difficult to launch any liferaft that is mechanically launched. So although it appears to be a very good option, the practicality of it is rather more difficult to achieve during an emergency.

6.10.1 Ms Dawson said that they had a davit-launched liferaft on their ships; however, it would have been her preference with a bit more investigation upfront to go with the marine evacuation systems (MES), which she said is the most efficient, quickest and safest way to move passengers. She added that the davit-launched liferafts were not the best alternative. Tuvalu agreed with Ms Dawson's statement adding that when servicing or even when buying a new one(davit-launched liferaft), it is more expensive than normal convention (SOLAS) ones.

6.10.2 Mr Vakaloloma asked IMO whether they would be in a position to look at the manufacturers of all these maritime equipments and provide for or lower the price so that it can affordable to Pacific Island states. IMO responded that they were not in a position to say yes or no at this point.

6.11 Mr Rahman said that even though SAR was an after effect – a response to all plans going wrong – they should be looking at the preventative measures within SAR. He shared PNG's example. PNG has spent a large part of its budget towards marine safety education in order to continue educating the community about safe boating and passengers going from one island to another. In addition, the maritime administration in PNG has managed to convince the education department to include boating and maritime safety in the primary and elementary school curriculum. They have gone that way because it has been difficult to educate the elders who take out the ship without fuel and any life saving equipments so the focus is on educating the children and letting them tell the elders. In the two years since its inception, they have

seen a marked reduction in SAR incidences involving small boats. This could be adopted as a model by other countries.

6.12 Mr Cakau added that they had been doing safety awareness training – boat master training and maritime safety – since 2005 and it has been very successful. He added that the maritime training providers have been conducting pre-sea training, not only to cater for safety but also to create awareness for those people who want to come into the maritime industry. On another note, Fiji said that if a country wanted to introduce new legislation, they should promote it first so that enough time is given to people to prepare for the new requirements and changes that will be implemented.

6.13 Mr Tweed highlighted work of the Pacific Women in Maritime Association (PacWIMA) and also an associate group, PNGWiMA, in promoting small boat sea safety in the region. The aim of reaching out to women and children was strong in both groups. Mr Tweed also mentioned that SPC had four different boating safety brochures, which were translated into about seven Pacific languages. SPC was in the process of upgrading them and printing new ones out. Interested parties were encouraged to contact Mr Tweed for supply of these brochures.

6.14 Delegates broke out into two groups to discuss issues and come up with recommendations based on the two sessions. This was followed by a moderator meeting to discuss the set of recommendations from the breakout group discussions.

Session 7 – Conclusions and recommendations

Part 1: Presentations (from each Session)

Moderator: Mr Phil Philippo, Secretary, MTC, Marshall Islands

7.1 Mr Tweed welcomed everyone to the final session and asked all the participants to fill out the evaluation forms. He then handed over the microphone to Mr Stuart Ballantyne to speak on Interferry.

7.2 Mr Tweed gave a bio of the moderator for the final session, Mr Phil Philippo of Marshall Islands, and asked the moderators from all the sessions to come to the front and present a summary of their group's issues and recommendations.

7.3 Mr Philippo thanked Bruce and said they were here to discuss and provide consensus and recommendation for an action plan for domestic ferry safety in the Pacific region. Mr Philippo requested the delegates that as they deliberate in coming up with real and practical recommendations to the issues and challenges they were all facing, they should be keep in mind that the goal is to ensure safe, secure, reliable and affordable shipping services not only for the interests of everyone at the forum but for the interests of all Pacific people. Mr Vi of Tonga was requested to lead the forum in a prayer.

7.4 Mr Philippo said the aim of the forum was to discuss current and emerging domestic ferry safety issues, concerns and transfer them into international, regional and national perspectives in order to develop outcomes that can be operationalised by all stakeholders and the end result a safer ferry operations. He added the objective for today was to achieve an action plan.

7.5 Before calling on each of the moderators starting from session 1, Mr Philippo asked the forum if Ms Dawson, who moderated for session 5 on operational matters, could give her presentation first as she was leaving early.

Part 2: Discussion

7.6 Mr Tweed opened the floor for discussions on the recommendations in the draft action plan.

7.7 The delegates made the necessary and appropriate changes to the recommendations in the draft action plan before finalising it.

Action Plan

Acknowledging and recognising the importance of shipping to Pacific Island countries and territories, we, the participants of the Pacific Forum on Domestic Ferry Safety, held in Suva, Fiji, from 30 October to 2 November 2012, agree to invite the stakeholders (governments, maritime administrations, shipowners/operators, training providers, maritime industry associations, shipbuilders/repairers, etc.) in the region, to take actions as follows:

1. Encourage the implementation and enforcement of applicable provisions of conventions/regulations, including adopting the Pacific Islands Maritime Laws (PIMLaws – SPC model legislation and regulations), into national legislation as appropriate with a view to ensure harmonisation of maritime legislation within the region.

2. To ensure that legislation is user-friendly, easily understood, enforceable, accessible to all and includes appropriate penalties severe enough to encourage effective implementation.

3. Urge the periodic review and continued development and improvement of relevant guidelines on surveying, maritime training, legislation and regulations, and domestic ship safety programmes, including adequate training, accreditation and regulation of surveyors to meet standards set by their respective states.

4. Develop and implement effective passenger control and accountability mechanisms.

5. Urge the adoption of a memorandum of understanding (MOU) between maritime administrations for a consistent regional approach to accident investigation based on principles of the Code of the International Standards and Recommended Practices for Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code - available at www.imo.org).

6. To encourage stakeholders to develop safety management systems for domestic ferries and passenger vessels that include, but are not limited to, key elements such as:
   - training in operational matters, including planned maintenance;
   - safety awareness programmes and pre-departure safety briefs for passengers;
   - clear communication and the provision of necessary information, including weather forecasts, to support ship masters;
   - effective communication between masters, surveyors and ship owners to facilitate proper ship inspections and surveys; and
   - stability guidance information, including availability of stability books to masters.

7. Recognising the importance of providing incentives and subsidies for procurement of new vessels, stakeholders should work together to support the domestic ferry industry by providing incentives to facilitate the acquisition of fit for purpose ships.

8. Encourage the development of adequate infrastructure, particularly in the areas of docking, slipping and passenger terminals to ensure the sustainable and safe operation of domestic ferries and other passenger carrying vessels.

9. Encourage the exploration of means to reduce the excessive cost of servicing lifesaving and fire fighting equipment, such as establishment of life saving appliance (LSA) and fire fighting equipment (FFE) service stations.

10. The sharing of best practices and resources across all stakeholders and through regional associations such as the Pacific Islands Shipowners Association (PISA).

11. Based on the concept of corporate social responsibility, the stakeholders need to encourage the development of long-term maritime personnel retention policies that are supported by continuous training programmes.

12. Encourage the development of national and regional search and rescue (SAR) response and communication plans, that include familiarisation programmes and the use of appropriate technology and tools such as:
    - voluntary community organisations that work alongside national SAR services to provide community awareness and increase search and rescue capacity and capability; and
    - high and low level technology for communicating locations of incidents and tracking survivors.

Closing session

Mr Milhar Fuazudeen (IMO) delivered the closing remarks to the delegates. This is attached as **Annex 39.**

Captain John Hogan (SPC) thanked all the participants for their participation in the Forum and was pleased to give tokens of appreciation to all the moderators and the IMO representatives.

SECRETARIAT OF THE PACIFIC COMMUNITY

Pacific Forum on Domestic Ferry Safety

Suva, Fiji, 30 October to 02 November 2012

LIST OF PARTICIPANTS

PARTICIPANTS BY COUNTRY AND ORGANISATION

Cook Islands

SIMPSON, Stephen Lee Manager / Tutor Marine Training Centre	Ministry of Transport PO Box 61 Rarotonga	Tel: +682 27605 Fax: +682 28816 Email: maritime1@transport.gov.ck
TAIO, Teremoana Owner	Taio Shipping Ltd Avarua, Rarotonga	Tel: +682 24905 Fax: +682 24906 Email: taio@oyster.net.ck

Federated States of Micronesia

LOKOPWE, Leo Assistant Secretary for Marine Transportation Division	Department of Transportation, Communication & Infrastructure Pohnpei , FM 96941	Tel: +691 320 2865 Fax: +691 320 5853 Email: lokopweleo@yahoo.com
ELYMORE, Jason Manager, Ship Operation	Department of Transportation, Communication & Infrastructure P O Box PS-2, Palikir Pohnpei , FM 96941	Tel: +691 320 2865 Fax: +691 320 5853 Email: jelymore@gmail.com

Fiji

VAKALOLOMA, Pauliasi Manager Qualification & Licencing	Maritime Safety Authority of Fiji Level 4, Kadavu House PO Box 326, Suva	Tel: +679 331 5266 Fax: +679 331 2127 Email: pvakaloloma@govnet.gov.fj
CAKAU, Malakai Acting Manager Standard & Compliance	Maritime Safety Authority of Fiji Level 4, Kadavu House PO Box 326, Suva	Tel: +679 331 5266 Fax: +679 331 2127 Email: mcakau001@govnet.gov.fj
TAVAI, Jeke Kelo Senior Transport Planning Officer	Ministry of Works and Transport Nasilivata House, Samabula Suva	Email: jeke.tavai@govnet.gov.fj

French Polynesia

ROCHETEAU, Catherine Directrice des affaires maritimes Polynesiennes	Direction Polynesienne des Affaires Maritimes BP 9005, Motu Uta Fare Uta Papeete	Tel: +687 71 37 63 / 54 45 00 Fax: +687 54 45 04 Email: cathy.rocheteau@maritime.gov.pf

Kiribati

TIOTI, Teboranga Deputy Secretary	Ministry of Communications, Transport & Tourism Development PO Box 487, Betio, Tarawa	Tel: +686 26003 Fax: +686 26193 Email: Teboranga@gmail.com
TABUREKA, Omirete Marine Officer	Ministry of Communications, Transport & Tourism Development PO Box 487, Betio, Tarawa	Tel: +686 26003 / 25629 Fax: +686 26193 Email: otabureka69@gmail.com

Marshall Islands

PHILIPPO, Phil Secretary of Tansportation & Communication	Ministry of Transportation & Communication Majuro	Tel: +692 625 8869 Fax: +692 625 3486 Email: phil.philippo@gmail.com
TIOBECH, Josephius Deputy Director	RMI Ports Authority Majuro	Tel: +692 625 8269 Fax: +692 625 4269 Email: rmipa.seaport@ntamar.net

New Caledonia

NERVALE, Thierry P.H. Francois Adjoint au directeur du service des Affairs maritimes	Service des Affaires Maritimes 2 rue Felix Russel 98800 Noumea	Tel: +687 27 26 26 Email: thierry.nervale@gouv.nc

Palau

MOSES, William Hayes Director, Bureau of Commercial Development	Ministry of Public Infrastructure, Industries & Commerce, PO Box 1471 Koror 96940	Tel: +680 767 2111 Fax: +680 767 3207 Email: wm.moses@palaunet.com
TEKRIU, Celson Maritime Safety Officer Division of Marine Transportation	Ministry of Public Infrastructure, Industries & Commerce, PO Box 1471 Koror 96940	Tel: +680 767 2111 Fax: +680 767 3207 Email: dot@palaunet.com

Papua New Guinea

RAHMAN, Nurur Ascheque Executive Manager - Maritime Operations	National Maritime Safety Authority PO Box 668, Port Moresby NCD 121	Tel: +675 321 1244 Fax: +675 321 0873 Email: nrahman@nmsa.gov.pg
KAMILO, Simeon	National Maritime Safety Authority PO Box 78, Alotau	Tel: +675 641 1051 Fax: +675 641 1180 Email: skamilo@nmsa.gov.pg

Samoa

NANSEN, Papalii Anthony General Manager	Samoa Shipping Corporation Ltd Private Bag, Shipping House Apia	Tel: +685 20935 / 20936 Fax: +685 22352 Email: willie@samoashipping.com
LEVAO, Solomona Senior Marine Pilot	Samoa Ports Authority PO Box 2279 Apia	Tel: +685 64400 Fax: +685 25870 Email: spa@spasamoa.ws spa@lesamoa.net
EMMSLEY, Malaga William Board Director	Samoa Shipping Corporation Ltd Private Bag, Shipping House Apia	Tel: +685 20935 Fax: +685 22352

Solomon Islands

KOAVI, Joseph Maritime Investigation Officer	Solomon Islands Maritime Administration PO Box G32 Honiara	Tel: +677 21535 Fax: +677 23798 Email: jkoavi64@gmail.com
WAUO, Paura McPherson Marine Officer - SAR	Solomon Islands Maritime Administration PO Box G32 Honiara	Tel: +677 21609 Fax: +677 23798 Email: mrcc@solomon.com.sb
BOSO, Kendall Administrator	Solomon Islands Maritime Administration PO Box G32 Honiara	Tel: +677 21609 Fax: +677 23798

Tonga

BARNETT, Kenneth John ABV Volunteer Maritime Safety & Security	Marine & Ports Division Ministry of Infrastructure PO Box 845, Nuku'alofa	Tel: +676 28029 Fax: +676 28032 Email: marine@transport.gov.to
TONGA, Kelela Lupi Acting Director for Marine & Ports	Marine & Ports Division Ministry of Infrastructure PO Box 845, Nuku'alofa	Tel: +676 28029 Fax: +676 28032 Email: ktonga@infrastructure.gov.to

Tuvalu

ITALELI, Tanielu Assistant Marine Manager	Marine & Port Services Department Private Mail Bag Funafuti	Tel: +688 20055 Email: titaleli@gov.tv
PAENIU, Iefata Chief Executive Officer	Tuvalu Maritime Training Institute Amatuku Funafuti	Tel: +688 902321 Email: iefata.paeniu@tuvalumti.com iefata_p@yahoo.com

Vanuatu

WOREK, Henry Principal Licensing / Marine Surveyor	Ports & Marine Department PMB 9046 Port Vila	Tel: +678 22339 Email: plo@vanuatu.gov.vu

PICs Shipping Associations

Tonga Shipping Association

VI, Viliami Vakautapola General Manager	Friendly Islands Shipping Agency Ltd Private Bag 1, Queen Salote Wharf Maufanga, Nuku'alofa, Tonga	Tel: +676 21079 Fax: +676 23250 Email: vvvi@fisa.to

Solomon Islands Maritime Transport Association (SIMTA)

LEGULOKU, Patteson Irish Chief Executive Officer	Uta Shipping PO Box R48, Honiara Solomon Islands	Email: pattesonmane@yahoo.com

Kiribati Shipping Association

IETAAKE, Tebwe	Tarawa Kiribati	Email: tebwe@yahoo.com

Development Partners / Organisations

DALZIEL, John William Naval Architect	Canada	Email: manhattanmacdonald1@hotmail.com

Australian Maritime Safety Authority (AMSA)

HANNAN, Abdul Head of Inspections Ship Inspection & Registration Maritime Operations Division	Level 3, 82 Northbourne Avenue Braddon ACT 2612 GPO Box 2181 Canberra ACT 26101	Tel: +61 2 6279 5944 +61 409 051 598 Fax: +61 2 6279 5966 Email: abdul.hannan@amsa.gov.au
PENNY, David Charles Manager, Maritime Operations Maritime Operations – East & North Maritime Operations Division	Level 5, 260 Elizabeth Street, Sydney NSW 2010 PO Box K976, Haymarket NSW 1240	Tel: +61 2 8918 1301 +61 417 485 411 Fax: +61 2 8918 1390 Email: david.penny@amsa.gov.au

Australian Transport Safety Bureau (ATSB)

CURRY, Stephen Alan Manager – Surface Safety Canberra	62 Northbourne Avenue Canberra ACT 2601	Tel: +61 2 6274 6128 +61 421 096197 Email: stephen.curry@atsb.gov.au

Fédération d'entraide polynésienne de sauvetage en mer (FEPSM)

ELLACOTT, Stanley President	B.P. 90130, 98715 Papeete - CTC French Polynesia	Tel: +689 813 825 / 783 085 Email: fepsm01@mail.pf

Interferry - Sea Transport Solutions

BALLANTYNE, Stuart Edward Chief Executive Officer	PO Box 1043, Southport Queensland 4215, Australia	Tel: +61 5529 5777 Fax: +61 5529 5177 Email: stuart@seatransport.com
DAWSON, Stephanie Gertrude	PO Box 1043, Southport Queensland 4215, Australia	Tel: +61 5529 5777 Fax: +61 5529 5177 Email: stepahnie@seatransport.com

International Maritime Organisation (IMO)

USTAOGLU, Bekir Sitki Head, Asia & Pacific Section Technical Co-operation Division	4 Albert Embankment London SE1 7SR, United Kingdom	Tel: +44 20 7587 3204 Fax: +44 20 7463 4257 Email: ustaoglu@imo.org
FUAZUDEEN, Milhar Head, Maritime Training & Human Element Section, Maritime Safety Division	4 Albert Embankment London SE1 7SR, United Kingdom	Tel: +44 20 7587 3235 Fax: +44 20 7587 3210 Email: mfuazude@imo.org

Marine Safety Services (Fiji) Ltd

WHIPPY, Isaac Simpson Manager	RSESA Building Tofua Street, Walu Bay PO Box 13402, Suva, Fiji	Tel: +679 331 2426 Fax: +679 330 6121 Email: isaac.whippy@marinesafety.com.fj

New Zealand Ministry of Foreign Affairs and Trade (MFAT)

MIEZIO, Samantha Project Manager	Aid Programme Pacific Maritime Safety Programme Wellington, New Zealand	Tel: +64 220 835 510 Email: samantha@symplexity.net Samantha.Miezio@mfat.govt.nz

New Zealand Transport Accident Investigation (TAIC)

BURFOOT, Timothy Michael Chief Investigator of Accident	Level 16 AXA Centre, 80 The Terrace PO Box 10 323, Wellington 6143 New Zealand	Tel: +64 4 473 3112 Email: t.burfoot@taic.org.nz

Pacific Islands Maritime Association (PacMA)

COLEMAN, Richard Chief Executive Officer	Vanuatu Maritime College PO Box 201, Luganville, Santo Vanuatu	Tel: +678 36547 Fax: +678 36154 Email: marico@vanuatu.com.vu
LUCIC, Boro Captain Superintendent	Marine Training Centre Tarawa, Kiribati	Tel: +686 26400 / 26086 Fax: +686 26561 Email: cs.mtc@mtc-tarawa.edu.ki

Pacific International Maritime Lawyers Association (PIMLA)

KETECA, Kiniviliame Lecturer in Ocean Governance & Policy	University of the South Pacific Laucala Bay Road Suva, Fiji	Tel: +679 323 2942 Fax: +679 323 1526 Email: keteca_k@usp.ac.fj

Philippines Maritime Industry Authority (MARINA)

VERO Jr, Jose Venancio A Director, Maritime Safety Office	3rd Floor Parkview Plaza, corner Taft Avenue & T.M. Kalaw Avenue, Manila Philippines	Tel: +63 2 5238659 Fax: +63 2 5238659 Email: javerojr.marina@yahoo.com / bagiou@yahoo.com

Scubahire Ltd

EVANS, Lorraine Director	GPO Box 777 Suva, Fiji	Tel: +679 336 1088 Fax: +679 336 1047 Email: divefiji@connect.com.fj

- -

Secretariat of the Pacific Community

HOGAN, John Patrick Director	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9257 Fax: +679 337 0146 Email: JohnPH@spc.int
RICHES, Brian Deputy Director of Transport	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9328 Fax: +679 337 0146 Email: BrianR@spc.int
TWEED, Bruce Munro Ships Safety Audit Adviser	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9341 Fax: +679 337 0146 Email: BruceT@spc.int
ROUNDS, John Shipping Adviser	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9221 Fax: +679 337 0146 Email: JohnR@spc.int
RIGAM, Alobi Bomo Maritime Security & Safety Adviser	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9248 Fax: +679 337 0146 Email: AlobiB@spc.int

FAKAPELEA, Hakaumotu Maritime Port Security Adviser	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9296 Fax: +679 337 0146 Email: HakaumotuF@spc.int
STREETER, Megan Systems Adviser	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9278 Fax: +679 337 0146 Email: MeganS@spc.int
GOUNDAR, Avnita Information Officer	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9281 Fax: +679 337 0146 Email: AvnitaG@spc.int
BENYON, Roy Manager, Translation & Interpretation	Translation & Interpretation Section BP D5, 98848 Noumea Cedex New Caledonia	Tel: +687 26 20 00 Fax: +687 26 38 18 Email: RoyB@spc.int
CUZIN, Rachel Intepreter / Translator	Translation & Interpretation Section 1st floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9463 Fax: +679 337 0021 Email: RachelC@spc.int
LOCKNER, Sophie Intepreter / Translator	Translation & Interpretation Section 1st floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9416 Fax: +679 337 0021 Email: SophieL@spc.int
LAL, Atishma Information Assistant	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9402 Fax: +679 337 0146 Email: AtishmaL@spc.int
NARAYAN, Sereana Information Assistant	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9419 Fax: +679 337 0146 Email: SereanaN@spc.int
RABUKAWAQA, Inise Division Administrator	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 0952 / 337 9255 Fax: +679 337 0146 Email: IniseR@spc.int
MANAGREVE, Bernedine Administrative Assistant	Economic Development Division Top floor, Lotus Building, Ratu Mara Road, Nabua Private Mail Bag, Suva, Fiji	Tel: +679 337 9276 Fax: +679 337 0146 Email: BernedineM@spc.int

---

Friday, 02 November 2012

Pacific Forum on Domestic Ferry Safety
30 Oct to 02 Nov 2012, Suva, Fiji

Opening address by Captain John Hogan, Director, Economic Development Division, SPC

- Regional delegates
- Bekir Sitki Ustaoglu and Milhar Fuazudeen of the International Maritime Organization
- representatives of maritime industry; and
- representatives of international and regional agencies

Welcome to the Secretariat of the Pacific Community's Suva Regional Office, your host for the Pacific Forum on Domestic Ferry Safety.

Dr. Jimmie Rogers, the Director General of SPC, sends his apologies for not being able to attend this forum but extends his best wishes for a successful event.

As you are all aware, maritime accidents involving ferries are not unique to the Pacific, or even to developing countries. They are occurring all around the world, and seemingly with increasing regularity and an increasing number of fatalities every year.

Maritime accidents are costly, they impact governments, the shipping industry, and perhaps most importantly the communities and families that lose loved ones. The world, let alone the Pacific, can ill afford these costs.

It was to address these concerns that the International Maritime Organization (IMO) expanded its purview to include domestic shipping safety. While at the same time SPC, in conjunction with the Pacific Islands Maritime Association (PacMA) included domestic shipping safety alongside its traditional regional focus on international shipping issues.

IMO's long linkage with the Pacific has proved to be a catalyst for many events that it has organised in partnership with SPC, in areas such as accident investigation, search and rescue, hydrography, long range identification and tracking (LRIT), automatic identification systems (AIS), the human element in shipping, safety regulations for non-convention vessels, dangerous goods and marine pollution.

In 2009, IMO and SPC co-hosted a regional seminar on operational safety of domestic ferries and non-convention vessels. This seminar was a result of two tragic maritime accidents in 2009: the sinking of the MV *Uean Teraoi II* with the loss of 33 lives and the sinking of the MV *Princess Ashika* with the loss of 74 lives.

The two incidents also led to SPC implementing an AusAID-funded Pacific Islands Domestic Ship Safety (PIDSS) pilot project in Tonga and Kiribati. In 2010, SPC commenced the development of safe management systems (SMS) on 11 domestic vessels in Kiribati and Tonga, including conducting safety audits. As of 2012, three additional vessels have entered the PIDSS programme and nine SMS audits have been completed. Other Pacific Island countries are now looking into joining the

programme and have begun asking SPC to provide SMS training to government and private ship's crews.

This year, a third tragedy, the sinking of the MV *Rabaul Queen,* with an even greater loss of life brings us together again, not to determine what went wrong, but what can be done to prevent future tragedies.

This forum brings together regulators, seafarers, trainers, and others that are important actors in identifying and resolving the issues and concerns surrounding domestic ferry safety. It is an opportunity to develop cooperative, operational solutions to reduce the economic costs and the loss of lives that result from ferry accidents.

I encourage you to participate and to contribute your voice to bring forth solutions that will improve the safety of domestic ferries operating in the Pacific.

I wish you great success in your endeavours.

Thank you.

PACIFIC FORUM ON DOMESTIC FERRY SAFETY
SUVA, FIJI, 30 OCTOBER TO 2 NOVEMBER 2012
Opening Address by Mr. B. Sıtkı Ustaoğlu
Head, Asia and Pacific Section, Technical Co-operation Division, IMO

Mr. John Hogan,
Distinguished Participants,
Ladies and Gentlemen

Yadra Vinaka, good morning,

It is a great pleasure for me to address this Pacific Forum on domestic ferry safety and to welcome you all to this important event. It is indeed important and unique in many ways. As a follow up to the Forum held in Bali, Indonesia, nearly a year ago now, this is the second discussion forum of this kind organized under IMO's Integrated Technical Co-operation Programme (ITCP) in order to obtain direct input from all stakeholders, i.e. decision makers, industry and IMO in matters related to the safety of domestic ferries in the region. In this regard, I wish to thank the Governments and the members of the domestic ferry industry for their commitment by participating in this Forum. Although not able to be with us here today, I would like to stress that this matter is very important to the Secretary-General and indeed close to his heart. Having said this, I would like to relay the Secretary-General's best wishes, congratulations and profound gratitude to you for your presence here in Suva, and to the Secretariat of the Pacific Community for the excellent organization of this Forum.

As you know, ferry services along and across major rivers, across lakes, between islands and along coasts form a significant part of the internal transport network of many developing countries. The dependence of Pacific Islanders on inter-island shipping is high and every effort must be made by governments and industry alike to ensure that only safe ships trade in these waters. In some countries, as many as a quarter of a million persons travel on ferries every day. Regrettably, statistics show that the loss of life following accidents involving ferries on these domestic routes is not only unacceptably high but often also exacerbated, even in relatively minor accidents, because of limitations in emergency plans and the lack of search and rescue services and facilities. Overloading is frequently cited as a main cause of many accidents and, consequently, the heavy loss of life. As might be expected, standards of operation and maintenance are not as high as in developed countries or on international ferry routes. Implementation of standards are directly affected by major constraints such as a lack of available trained personnel, technical and financial resources.

Ladies and gentlemen,

You are well aware that IMO regulations do not generally apply to ships below Convention size and on national voyages, although there are exceptions to this, such as the International Regulations for the Prevention of Collisions at Sea. Nevertheless, as the international body with responsibility for, and expertise in, maritime safety standards, the Organization has an interest in providing assistance to those countries where passenger ferry services have been proven not have a good safety record. In response to requests for IMO assistance, the Organization provides it through its Integrated Technical Cooperation Programme (ITCP) and subject to available resources. Thus, technical assistance was made available, between 1996 and 2004, in the development of regional safety codes

for non-Convention sized ships in the Asian, Caribbean, African, Mediterranean and South Pacific regions, respectively. IMO also provided assistance to countries bordering Lake Victoria in the wake of the sinking of the ferry **Bukoba**.

Subsequently, a domestic ferry safety project was initiated in 2006, piloted in Bangladesh, where IMO invited Interferry to work in partnership on the safety of non-Convention ferries. It took rather longer than originally had been anticipated, however, to complete this small-scale project.

As I mentioned earlier, IMO organized a **Sub-regional Forum on Domestic Ferry Safety** in Bali, Indonesia, almost a year ago, in December 2011. The aim of that Forum was to formulate appropriate measures to prevent fatalities that occur as a consequence of accidents involving domestic ferries and to encourage participating countries in Southeast Asia to share their experiences to build on existing capacity to improve ship operation in their domestic ferry sector, and thus hopefully enhance the sector's safety standards. The Bali Forum became the platform upon which an Action Plan for improving safety of domestic ferries was formulated – The Bali Action Plan. However, I shall not go into further details, as my colleague will brief you on this.

Allow me to turn your attention to the grounding and subsequent capsize of the very large cruise ship, **Costa Concordia**, off the coast of Italy, in January of this year, which caused the loss of 32 lives. This casualty has raised new challenges for the Organization's execution of its standard-setting mandate which the Secretary-General is determined to address comprehensively and with the required sense of urgency, in close co-operation with the cruise industry and based on the findings and conclusions of the casualty investigation by the Italian Government. The casualty investigation report has yet to be submitted by Italy to IMO, and in the interim it is not appropriate to speculate or comment on the causes and circumstances of the accident. However, the Organization is totally committed to consider seriously any lessons to be learned and will take prompt action based on them, as appropriate. What we can say at this point in time is that accidents can, and do happen to well-equipped and well-maintained ships.

The **Rabaul Queen** incident that occurred in February of this year, prompted the Secretary-General's urgent response to a request for assistance from Papua New Guinea's Maritime Safety Administration in identifying areas for strengthening the maritime administration and improving the safety of shipping, in particular, the implementation of good safety standards for domestic and coastal shipping. It is noted that some of the recommendations in the Commission of Inquiry report which was completed subsequently are related to the focus area of this IMO mission and are also in line with IMO's own findings and recommendations.

Ladies and gentlemen,

The problem of recurring ferry accidents, particularly in the developing world, has not improved considerably despite the various regional and national initiatives. An effective solution still seems elusive. IMO considers that the development of an appropriate single and common modular set of standards of harmonized regulations would contribute tangibly to capacity building in developing countries to strengthen their implementation of national safety regulatory measures for non-Convention ships, as would model national legislation for ships not covered by the relevant

international conventions, complemented by a model course for the training of inspectors who are responsible for the survey of those ships.

Following the approval by IMO's Maritime Safety Committee, in 2009, of the thematic priority of the safety of domestic ferries and non-Convention ships, as well as of fishing vessel safety, IMO started amalgamating all regional regulations mentioned earlier. It developed a single and common modular set of harmonized regulations regarding the safety of domestic ferries and non-Convention ships and fishing vessels (known as Globalregs) for global use. In recent years, regional workshops have been held in a number of countries in various regions with the objective of providing a forum for discussion on the provisions of the Globalregs and receiving comments for their improvement and finalization. The current version of the Globalregs has been copied into the memory cards that will be distributed at the end of the Forum, for ease of reference, and is also available in English on the IMODOCS webpage. It covers all relevant issues of ship safety such as approval of marine equipment; safety certification and safe manning; registration of persons on board passenger ships; cargo ships of more than 500 gross tonne and non-Convention cargo ships of more than 12 metres; passenger ships of more than 24 metres and below this size; ships engaged in inland waterways; fishing vessels of more than 12 metres and below this size, and of 24 metres and above; and a surveyor's Note book for non-Convention ships.

The Globalregs still require more work before going through the usual regulatory process – the initial regulations for the various regions did not cover all actual problems in the developing world, for instance re-designed ships with maintenance starvation. The final draft will take into account all comments from the various seminars and workshops.

However, we should not forget that the development of new, more stringent rules is not the complete answer. Far more important is the need to address the lack of trained human resources in a proactive rather than reactive manner, and to develop the human capability for effectively monitoring implementation of the applicable, existing rules.

As regards ships, in particular passenger ships, being initially designed to sail in specific sea areas and conditions and being subsequently sold for employment in different trades and under more difficult and hazardous conditions after being sold, this practice has safety implications and could, therefore, be a potential root cause or contributing factor in a series of very serious casualties.

Adherence to a safety culture and to the good practice of standard operating procedures plays a key role in ferry safety. In this context, IMO's Integrated Technical Co-operation Programme, expects that further regional workshops and training courses for operational ferry safety will be required in other regions where ferry casualties are frequent and serious.

As regards the Organization's priorities for this Forum, some key priorities are the adoption of a harmonized, consistent and robust set of regulations on non-Convention ships; the development of harmonized procedures for Maritime Safety Administrations; procedures for ship safety certification and safe manning; and regulations on the registration of persons on board passenger ships, among other issues that might be discussed at the forum.

But of equal, if not even greater importance are a clear strategy and plan of action in addressing matters of operational safety of domestic ferries, in particular, and of non-Convention ships, in general in the region. Without this, it will be extremely difficult to meet the primary concern of the Organization, which is to minimize, if not eliminate, fatalities and significant loss of life in this sector due to manageable and avoidable reasons.

In view of the disparate nature of the domestic shipping industry, unlike international shipping, and due to dissimilar styles of trade in the different countries, it may not be practical to enforce common rules globally, as they might not be the solution for all the problems in all the regions. Furthermore, we have to realize that the incorporation of 'global' regulations into national laws of most countries for a particular trade sector that is within the purview of the individual countries themselves, may not be a priority in many countries and this could therefore meander through lengthy legal procedures, before the global regulations finally become transferred into national legislation, if at all.

The sovereignty of States extends beyond their territory and inland waters, to the limit of their territorial sea and to some extent to their Exclusive Economic Zone. With these jurisdictions in certain sea areas comes an inherent right to develop, adopt and implement the State's own legislation. Most States have specific national legislation to cover, totally or partially, non-Convention ships. Each region may also take a different approach in this respect and we are aware that some have already adopted regulations for some ship types covered by IMO regulations. This of course needs to be further pursued, supported and promoted.

But, of paramount importance must be the development and implementation of comprehensive, standard operating procedures to be observed in every aspect so as to avoid in future mismanagement in operational matters like overloading, sailing in adverse weather conditions, training and manning. In this area we will have to place our emphasis in the coming years if we are to have a real, practical and positive impact on ferry safety

Before concluding, I should inform you that in the context of the subject of this Forum and as far as the rescue of persons in distress at sea is concerned, IMO has established some twenty SAR facilities in countries along the coast of Africa from the Indian Ocean to the Atlantic, thus completing the global SAR Plan in response to the 2000 Florence Conference on SAR and the GMDSS. IMO is currently in the process of implementing a similar project for Central American countries, which may subsequently be expanded to the wider region of Latin America, as appropriate.

In concluding, I wish to reiterate our profound appreciation and gratitude to the Secretariat of the Pacific Community for its tremendous efforts to organize and host this meeting, and to all Governments represented, as well as the industry representatives here today for their contributions to make this important event possible. As I said earlier, everyone in this room knows why we are here and recognizes the importance of this meeting. All that remains for us is to make sure that our endeavours over the next four days will be successful. I wish everyone good luck and I look forward to concrete ideas and possible solutions emerging from our deliberations and resulting in a number of recommendations for future consideration.

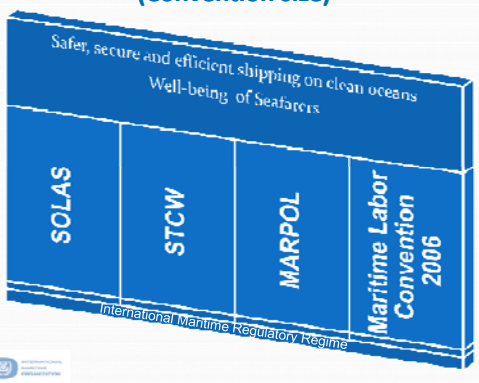
Thank you, Vinaka.

Pacific Forum on Domestic Ferry Safety
30 October to 2 November 2012
Suva, Fiji

Milhar Fuazudeen
Head, Maritime Training and Human Element Section
Maritime Safety Division
International Maritime Organization

1

IMO Instruments applicable to international shipping (Convention size)



Some differences between international and domestic shipping

Convention size vessels (> 500 gt)	Non – Convention size vessels (< 500 gt usually)
• Some applicable IMO instruments: • SOLAS Convention • MARPOL Convention • STCW Convention • Load Line Convention • ISM Code • ISPS Code • GMDSS • ... to name a few	• ISM, ISPS Codes - not mandatory • National rules applicable (but can adopt principles of ISM, SSM) • Not all ships have insurance cover • International instruments not a priority • Manning - lower scales and level of competency certification

Convention Vessels	Non – Convention Vessels
• International voyages • National and other flags • Multi-national crews • International instruments apply • Mandatory Manning requirements • Port State Control • Flag State control • Implementation and Monitoring measures • Class rules	• Domestic & near coastal voyages • National flag • Mainly national/local crews • Mainly national/local rules • International rules not applied • Manning dictated by country, vessel size and owner • Lax port State control • Poor flag State control • Poor implementation and enforcement of rules • National construction standards

General Conclusion

Convention Vessels	Non – Convention Vessels
• IMO Conventions set standards • International instruments apply • Mandatory Application of rules by Parties • Port and Flag State Control • Safety, Security and Environment Protection mandatory - regardless of flag, size, type, owner/operator of ship	• International instruments – application not mandatory • Lack of appropriate rules • Poor enforcement of rules • Inadequate resources in administrations • Application of rules at the discretion of countries • Poor exchange of information and sharing of concerns among countries

Domestic Ferry Safety

Who?	• Southeast Asian countries + Bangladesh • Pacific Island countries and territories
What?	• Series of Fora targetting Maritime Administrations and maritime industry representatives to share best practices, enhance understanding of national issues and promote co-operative approaches to the achievement of domestic ferry safety
Where & When?	• Bali, Indonesia 6 and 7 December 2011 • Suva, Fiji, 30 October to 2 November 2012 • Africa, planned for 2013

Domestic Ferry Safety - Bali Action Plan

- Enforcement of applicable rules
- Fit-for-purpose vessels compliant
- Implementation of safety management systems
- Monitoring masters and operators in fulfilling safety obligations
- Reporting initial facts through GISIS
- Proposed IMO/WMU Study on impact of low fares on domestic ferry safety

The Pacific Forum

- Causal factors for accidents involving domestic ferries (and non-Convention vessels) and
- Formulation of appropriate measures to prevent recurrence of incidents and accidents and their consequences

Aim

- Encouraging participating countries of the Pacific Islands region to share their experiences to enhance co-operation and build on existing capacity to improve operation of, and enhance safety in, the domestic ferry sector

Objective

A platform to ...

- Identify actions that can be taken nationally and regionally (if possible) to address the concerns identified
- Set out ways of making progress to enhance operational safety of domestic ferries
- Map out an Action Plan
- Discuss issues of concern related to safety in the domestic ferry sector in the sub-region
- Share the concerns and experiences of the participating countries

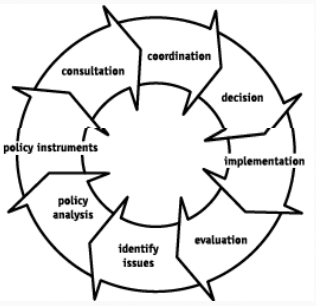
Obstacles to the enhancement of safety of domestic ferries

- Why do some countries find it difficult to implement and enforce safety rules?
- How can a safety culture be integrated into domestic shipping (can we learn from civil aviation)?
- Is a regional model of safety rules & regulations an appropriate tool?
- Will regional harmonization make implementation of rules easier?
- What regional measures can be considered to ensure compliance?
- Can sharing of information be an effective tool?

Share your information... knowledge and experience... Work together...

- Are there any visible links to the information you have shared with each other?
- Do you see any common contributing factors?
- Do you see the roots of these factors?
- Do you see benefits in concerted action?

Cycle of co-ordinated action



12


Expected outcome of Forum
• Effective dialogue amongst all relevant stakeholders
• Government agencies/regulators commitment to enforce rules more effectively
• Ship-owners to provide seaworthy vessels, encourage a safety culture
• Seafarers (masters and crew) to fulfil their obligations
• Countries to:
• develop appropriate shipping policies, fit-for-purpose regulations
• provide appropriate training for crew
• ensure operational safety of vessels, confidence of passengers
Remember an old adage – "an ounce of prevention is better than a pound of cure"


VINAKA
THANK YOU
14

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Progress Report

IMO Regional Seminar on Operational Safety of Domestic Ferries and Non-Convention Vessels (2009)

IMO Regional Forum on Domestic Ferry Safety
Suva, Fiji
30 October to 02 November 2012

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Goals & Objectives

- **Goal**: *Promote awareness among Pacific Island governments on the safety of domestic ferries and non-convention vessels in the context of recent maritime incidents.*
- The sinking of the MV Rabaul Queen in January 2012 highlights the need for the successful implementation of the outcomes from this seminar.
- **Objectives**:
  - *Promote the use of a regional regulatory standard for non-convention vsls;*
  - *Identify & address specific needs & concerns regarding the operation of non-convention vessels.*

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Outcomes & Updates

Participants agree to:

Outcome 1: The use of PIMLAW "*Safety Regulations for Non-Convention Vessels*".

Update: SPC/PIMLA drafted/released a model non-convention regulation in 2002/updated in 2010. Regulations for vessels under 15 meters have also been drafted and released. Many PICs have utilized the models directly or indirectly.

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Outcomes & Updates

Participants agree to:

Outcome 2: The conduct of surveyor training under PacMA/SPC Surveyor Guidelines.

Update: SPC/PacMA developed a "*Survey Instruction & Guideline for Surveyors in the Pacific Island Countries*" in 2006. Six regional training courses have been held.

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Outcomes & Updates

Participants agree to:

Outcome 3: Introduce a Ship Safe Management (SSM) Code & review existing SSM Manuals for regional domestic shipping companies.

Update: The Pacific Islands Domestic Ship Safety Programme has implemented a domestic vessel safe management system measurement & evaluation regime meeting the SPC Auditing Standards (2009). Seven audits have been completed.

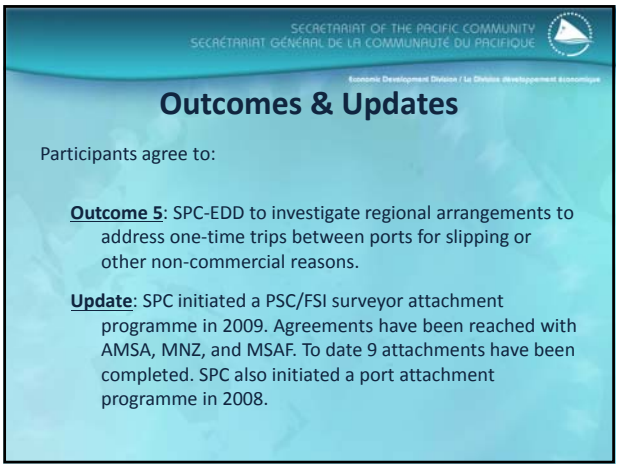
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

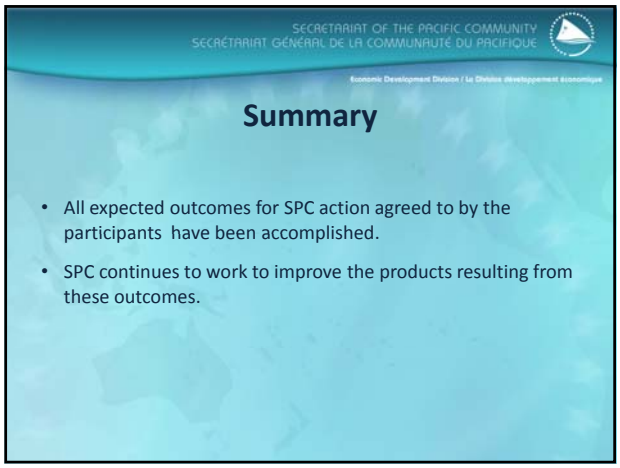
Outcomes & Updates

Participants agree to:

Outcome 4: Development of a SSM audit regime.

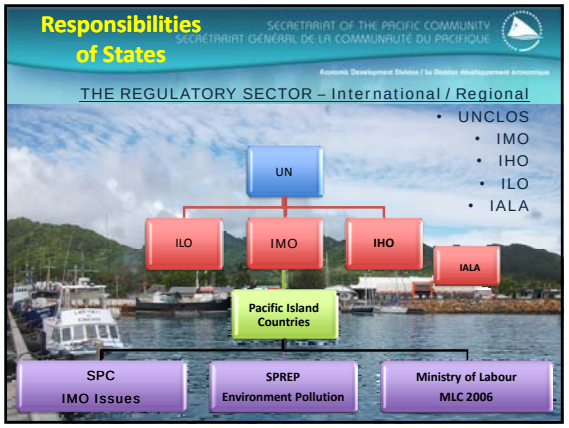
Update: SPC with AusAID funding implemented the Pacific Islands Domestic Ship Safety (PIDSS) Pilot Programme in 2010 in Kiribati & Tonga. As of 2012 the programme has been available to all PICTs.

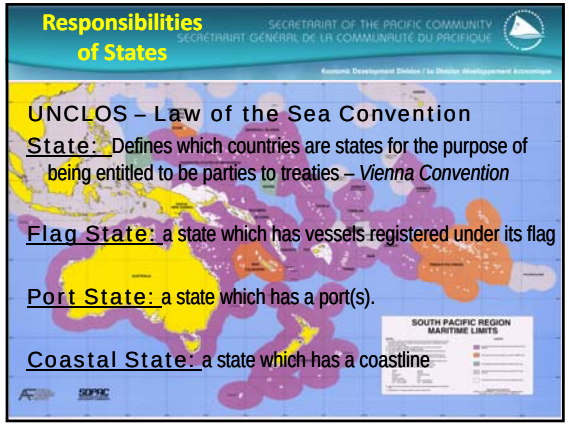

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
Economic Development Division / La Division développement économique
Outcomes & Updates
Participants agree to:
Outcome 5: SPC-EDD to investigate regional arrangements to address one-time trips between ports for slipping or other non-commercial reasons.
Update: SPC initiated a PSC/FSI surveyor attachment programme in 2009. Agreements have been reached with AMSA, MNZ, and MSAF. To date 9 attachments have been completed. SPC also initiated a port attachment programme in 2008.

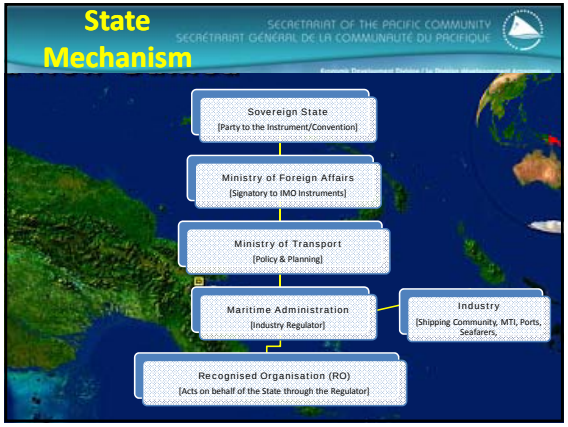

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
Economic Development Division / La Division développement économique
Summary
All expected outcomes for SPC action agreed to by the participants have been accomplished.
SPC continues to work to improve the products resulting from these outcomes.


SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
IMO Pacific Domestic Ferry Safety Forum
Maritime Administration Responsibilities
Tuesday 30th October 2012
By Captain John Rounds, Shipping Adviser, Secretariat of the Pacific Community, Economic Development Division, Transport Programme


Presentation Outline
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
• Definition of states
• Responsibilities of a flag state
➢ International obligations relating to a maritime administration
➢ Flag state implementation
• Responsibilities of a port state
• Responsibilities of a coastal state
• Regional Observations


Responsibilities of States
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
THE REGULATORY SECTOR – International / Regional
• UNCLOS
• IMO
• IHO
• ILO
• IALA
UN
ILO
IMO
IHO
IALA
Pacific Island Countries
SPC
IMO Issues
SPREP
Environment Pollution
Ministry of Labour
MLC 2006


Responsibilities of States
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
UNCLOS – Law of the Sea Convention
State: Defines which countries are states for the purpose of being entitled to be parties to treaties – Vienna Convention
Flag State: a state which has vessels registered under its flag
Port State: a state which has a port(s).
Coastal State: a state which has a coastline
SOUTH PACIFIC REGION MARITIME LIMITS


State Mechanism
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
Sovereign State
[Party to the Instrument/Convention]
Ministry of Foreign Affairs
[Signatory to IMO Instruments]
Ministry of Transport
[Policy & Planning]
Maritime Administration
[Industry Regulator]
Industry
[Shipping Community, MTI, Ports, Seafarers,
Recognised Organisation (RO)
[Acts on behalf of the State through the Regulator]


Responsibilities of a Flag State
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
FSC
FSC
Flag State
➢ Implementation
➢ Enforcement
➢ Evaluation and Review
Riviera
MAJURO


Responsibilities of a Flag State
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRETARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
THE REGULATORY SECTOR - National
• The Government: Transport Ministry - Maritime Administration
• Recognised Organizations (ROs - Class Societies, Ship Register)
• Shipping Companies – Ship owners
• Shipboard Personnel - Seafarers
• Other Actors in the shipping sector have a role to play and corresponding responsibilities, e.g. Maritime Training Institutions, Ports, Ship Agents, Maritime Tourism, etc


Flag State Implementation
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRETARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
1. Policy – incl implementation of international & national obligations
2. Legal
3. Responsible National Agency(s) – Information to IMO
4. International Relations
5. Casualty Investigations
6. Delegation of functions to ROs
7. Ship Registration
8. Maritime Safety – ship safety, AtoN, Charts, Radio Communications, SAR, etc.
9. Maritime Security
10. Maritime Training, Assessment & Certification
11. Information & Communication – internal & external
12. Hydrography
13. Evaluation, control and verification – Compliance Audits


Flag State Inspectorate
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRETARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
• Flag State
• Surveys
• Fishing
• Flag State Enforcement
• Flag State Evaluation and Review
• IMO Voluntary (Mandatory) Audit Scheme (VIMSAS)
VIMSAS


Responsibilities of a Port State
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRETARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
▪ Port State
▪ Implementation
▪ Enforcement
▪ Evaluation and Review
MLC 2006
PSC


Responsibilities of a Coastal State
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRETARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
▪ Coastal State
➢ Implementation
➢ Enforcement
➢ Evaluation and Review
Charts
SAR
AtoN
Marine pollution


Quality Control Functions
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRETARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
• Requirements
• Monitoring
• Training

Regional Observations

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Maritime Sector *(similar to other sectors)*

- RESOURCE LIMITATION – human, financial, physical, etc
  - *MANAGEMENT – Limited strength, experience, QMS/BEF-SOP,*
  - *TECHNICAL – Qualification & experience*
  - *LEVEL OF AUTHORITY / SCOPE OF RESPONSIBILITY– need for awareness (use/abuse), pilotage, SAR, reports to IMO, etc.*
- MARITIME POLICY – Rarely sighted
- LEGISLATION – Outdated or lacking
- COMMUNICATION / NETWORK / FEEDBACK - internal & external; vertical & horizontal – legal, foreign affairs, Shipping community
- SUCCESSION PLAN – to be developed & implemented
- ASSISTANCE / JCS – SPC works with PICTs according to requests & provides assistance where possible.

Summary

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

- Definition of states
- Responsibilities of a flag state
  - *International obligations relating to a maritime Administration*
  - *Flag state implementation*
- Responsibilities of a port state
- Responsibilities of a coastal state
- Regional Observations

END

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

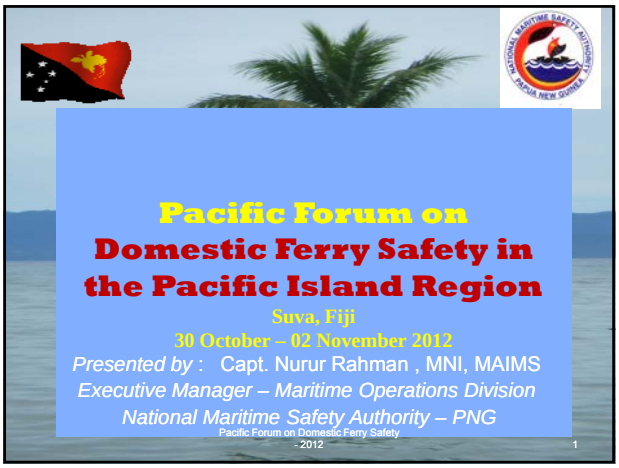


TABLE OF CONTENTS

- Introduction
- Developing good safety standards for domestic / coastal shipping;
- Types of domestic vessels and procurement of standard vessels;
- Focus on better maritime training and education amongst seafarers;

TABLE OF CONTENTS

- (a) Role of ship owners,
- (b) introduction of ISM;
- (c) establishment of Admiralty law

- Lack of technical expertise in the maritime sector

Developing good safety standards for domestic / coastal shipping;

;

❖Reviewing current SPC safety standards for domestic vessels with particular on Ro/Pax and landing craft types

❖Re-setting standards of construction, maintenance and safe operational guidelines for vessels below Convention size;

❖ Discarding less stringent non-uniform local standards and moving towards internationally accepted specifications.

Types of domestic vessels and purchase of standard vessels

❖Procurement of vessels of recent build; maintained and operated with respect to having due regard to its limitations;

❖Governmental incentives to qualified ship owners through tax breaks, etc;

❖Penalise ship operators for poor upkeep of their fleet;

❖Review levels of ship owner self-regulation, i.e. Through ISM to all sizes of vessels, including domestic fleet.

Focus on better maritime education and training for seafarers

❖Revise the SPC-RMP seafarer certification structure;

❖Implement STCW Convention guidelines at all levels;

❖Increase the numbers of good maritime education centres in the region;

❖Re-define coastal and near-coastal limits for ocean voyages.

Role of ship owners, introduction of ISM and practice of Admiralty law

- Educating the industry in purchasing, maintaining and operating vessels in a professionable manner;
- Introduction of ISM Code for application to all sizes of vessels, in particular - ferries;
- Establishment of Admiralty Divisions in every national legal and justice systems.

Lack of technical expertise in the maritime sector

- Lack of qualified and experienced nationals in the maritime sector;
- Constraints in financial resources to hire overseas experts;
- Requires support from international agencies, e.g. IMO, for building capacity in this area through ITCPs.

PAPUA NEW GUINEA

- Often referred to as THE LAND OF THE UNEXPECTED
- Population – 7 million
- 17,000 km of coastline of 600 islands
- 14 of the 20 provinces in PNG, are coastal
- 17 million hectares of coral covered reefs in 2.3 mil sq km of ocean, making it one of the biggest fishing zones in the Pacific

TENKYU TRU

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Regional Domestic Ferry Safety Issues

IMO Regional Forum on Domestic Ferry Safety
Suva, Fiji
30 October to 02 November 2012

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

History

Domestic Vessels:

- **1998** – 1st Workshop on Safety Regulations for Non-Convention Vessels Plying in the Pacific Region
- **2000** - 2nd Workshop on Safety Regulations for Non-Convention Vessels Plying in the Pacific Region
- **2007** - Seminar on Substandard Shipping in the Pacific Islands Region
- **2009** - IMO Regional Seminar on Operational Safety of Domestic Ferries and Non-Convention Vessels

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Legislative Matters

Responsibilities, Rules & Regulations

- Drafting and implementation of domestic vessel legislation
  - Vsls 15m & above
  - Vsls less than 15m
- Appropriate penalties
- Enforcement
- Awareness w/in industry
  - Shipowner Associations
  - Administration/industry meetings

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

General Matters

Safety Programs, Ports Authorities, Vessel Design & Construction

- Sourcing of vessels:
  - New construction
  - Used vessels
  - Vessel conversions
- Vessel classification & approval:
  - Stability
  - Construction
  - Route
  - Passenger capacity

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

General Matters - 2

Dry docking
- Routine
- Emergency

Maintenance
- Machinery
- Hull

Safe Management Systems (SMS)
- PMS
- Environment
- Emergency procedures

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Operational Matters

Hazardous Wx, Overcrowding, Human Factors, Surveying, Communications

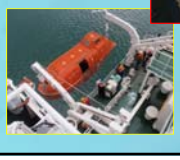
- Resources
  - Technical capability: naval architects
  - Surveyors:
    - Numbers
    - Training & mentoring
      - Secondments
      - OJT
    - Competency monitoring
- # of vessels/route

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Operational Matters - 2

- **Passenger safety**
  - Overcrowding
  - Control during emergencies
  - Evacuation of passengers
- **Human Factors**
  - Vessel Familiarization
  - Crew qualification
  - Crew fatigue





SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Response Matters

Search & Rescue, Public Awareness

- SAR Plans
  - Routine
  - Mass Rescue Operation (MRO)
- SAR capability
  - Resources
    - Maritime
    - Aviation
  - Communications
    - Report POB each trip
    - EPIRB registration

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Response Matters - 2

- Passenger awareness
  - Pre-departure announcements
- Service & supply
  - Emergency equipment
    - Life rafts
    - Life jackets
    - Flares
    - Fire extinguishers
    - EPIRBS


SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Conclusions

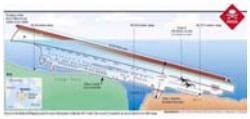
- Maritime travel in the Pacific is safe.
- There are areas for improvement.
- All stakeholders must be involved.

Princess Ashika – Tonga – 5 August 2009
74 Lives Lost



Princess of the Stars – Philippines - 21 June 2008
800 + Lives Lost





Spice Islander I – Zanzibar – 10 Sept 2011
1,600 Dead / Missing



"The deaths were completely senseless… a result of systemic and individual failures."

Domestic Ferry Safety - a Global Issue

John Dalziel, M.Sc., P.Eng., MRINA
Roberta Weisbrod, Ph.D., Sustainable Ports/Interferry

Pacific Forum on Domestic Ferry Safety
Suva, Fiji
October / November 2012

Background Research

- Based on presentation to IMRF 'Mass Rescue' Conference – Gothenburg, June 2012
- Interferry
  - Tracked Incidents
  - Action – IMO / Interferry MOU
    - Bangladesh, Indonesia, …
- JWD - Personal research
  - Press reports, blogs, official incident reports
    - (e.g., NZ TAIC 'Princess Ashika')
- 800 lives lost each year - years 2000 - 2011

Ship deemed to be Unsafe

(Source - Rabaul Queen Commission of Inquiry Report)

A ship shall be deemed to be unsafe where the Authority is of the opinion that, by reason of–

(a) the defective condition of the hull, machinery or equipment; or

(b) undermanning; or

(c) improper loading; or

(d) any other matter,

the ship is unfit to go to sea without danger to life having regard to the voyage which is proposed.'

The Ocean Ranger

Feb 15, 1982 – Newfoundland – 84 lives lost

- **"Time & time again we are shocked by a new disaster…"**
- **"We say we will never forget"**
- **"Then we forget"**
- **"And it happens again"**

'The Ocean Ranger' - Prof. Susan Dodd, University of Kings College, 2012

The Ocean Ranger

Feb 15, 1982 – Newfoundland – 84 lives lost

- **"the many socio-political forces which contributed to the loss, and which conspired to deal with the public outcry afterwards."**
- **"Governments will not regulate unless 'the public' demands that they do so."**

'The Ocean Ranger' - Prof. Susan Dodd, University of Kings College, 2012

Similarity of the Cases (1)

- The repeated causes of ferry incidents were:
  - Overloading
  - Inadequate Vessel Design & Maintenance
  - Sudden Hazardous Weather
  - Human Error
  - Lack of communication (alerting/location)
  - Inadequate rescue response
- Often resulting in significant loss of life

Similarity of the Cases (2)

- Public Response:
  - How could this have happened?
  - Grieving relatives
  - Who was at fault? – punish the culprits!
- Move on - History repeats itself.
- Similarity in many countries, many cultures.
- **HOW DO WE BREAK THIS CYCLE?**

Model of Ferry Safety

1 - Ferry Operator's Safety Culture:
- Ships suitable for intended service
- Well-maintained ships
- Properly operated, crewed ships

2 - Regulatory regime:
- Appropriate regulations & standards
- Enforcement

3 - Hazardous Weather Notification

4 - Emergency Response
- Communication - Alerting / Location
- Rescue / assistance resources

5 – Knowledgeable Passengers

Presentation Outline

- Very broad subject, I will touch on a few points & offer a range of international examples:
  - Standards – from an Inspection point of view
  - ADDENDUM
    - Casualty Investigation
    - A Wide Variety of Vessels
    - Communication
    - Interferry
      - Design for the Other 90% of Us
      - Economics of ferry services
    - Rescue Response

Le Joola – Senegal (West Africa) – 26 Sept 2002
1,800 + Dead / Missing

- Issues:
  - Overloading
  - Suitability of the ship
  - Stability & loading
  - Understanding of stability
  - Regulatory regime
  - Regulatory enforcement
  - Weather reporting
  - Rescue response

(source – official inquiry report)

Spice Islander I – Zanzibar – 10 Sept 2011
1,600 Dead / Missing

- "Overloading was the main factor behind the sinking of the ship, noting that the vessel carried passengers and cargo beyond its capacity"
- "The ship had technical problems, but was allowed to continue providing marine transport services,…"

Skagit – Zanzibar – 18 July 2012
100 + Dead / Missing

- "They were not meant to carry passengers on long distances. But the two boats have since their registration in the country in October last year, been carrying passengers from the mainland to Zanzibar," said the second vice president, adding: "Until it sank, MV Skagit had remained with only two years of operational life."
- "crew gave them no instructions on how to evacuate and merely told them to calm down."

Congo River Ferries – 5 Sept 2010
200 + Dead / Missing

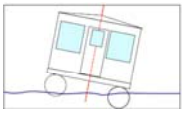
- heavily loaded boats operated with few safety measures, officials said Sunday.
- Early Saturday, a boat on the Rupi River in northwest Equateur Province hit a rock and capsized, … more than 70 people are believed dead among 100 estimated passengers. Officials are investigating why the boat was traveling through the darkness without a light.
- Another boat tipping in Kasai Occidental Province left 200 people feared dead after the boat loaded with passengers and fuel drums caught fire and capsized in southern Congo,
- The boats that traverse Congo's rivers are often in poor repair and filled beyond capacity. The industry is not well-regulated and boat operators are known to fill boats to dangerous levels.

(source – France 24.com)

Tour Vessel Bulgaria – Russia , Volga River – 10 July 2011
120 + Lives Lost (including many children)

- " the ship's Canadian-based owner said it could only assume "moral responsibility" for the worst disaster in Russian waters in post-Soviet history."…
- The Bulgaria is believed to have sunk due to its poor technical condition. The operator apparently saved money by not maintaining the vessel and the regulator was coerced to turn a blind eye to the state of the ship, witnesses said.…
- Also, the riverine shipping register was found to have certified sub-standard vessels and extended validity periods unlawfully. The office has begun enforcement and penalty actions in 550 cases involving 800 individuals.

Lady D – Baltimore, USA – 6 March 2004
5 Lives Lost



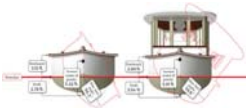
USA – NTSB Report

- The *Lady D* was erroneously granted sister status by the U.S. Coast Guard to a pontoon vessel with different design characteristics;
- The Coast Guard certificated the *Lady D* to carry too many people as a result of an inappropriate stability test on the vessel to which it was granted sister status;

and

- The Coast Guard's regulatory stability test standards on which the *Lady D*'s passenger allowance was based use an out-of-date average passenger weight.

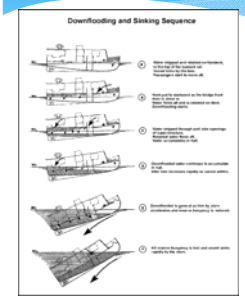
Tour Boat 'Ethan Allen'
USA, Lake George, New York – 2 October 2005
20 Lives Lost



USA – NTSB Report

The combination of too many passengers, as permitted by the *Ethan Allen*'s inappropriate certificate of inspection, and the use of an out-of-date average weight standard for passengers on public vessels resulted in the *Ethan Allen* carrying a load that significantly reduced its stability, which made it more susceptible to capsizing on the day of the accident.

TRUE NORTH II
Canada, Georgian Bay - 16 June 2000
2 Lives Lost



Chairman of Transportation Safety Board:

- **"One, the safety of the vessel was not challenged."**
- **"Two, the status quo should always be challenged in order to safely operate every vessel, especially those carrying passengers."**
- **"Specifically, inspections should not be limited only to compliance with the rules. We believe there is an intent behind those rules, and that intent is to keep crew members and passengers safe, by recognizing and addressing unsafe practices and conditions not necessarily proscribed by regulations."**

The Safety Inspector's Predicament
A world-wide dilemma

- **"An aged vessel not maintained to industry standards"**
- **"Meets the letter of the Regulations …(but) the configuration is inherently unsafe."**
- **"Recommended… ISM be revisited"**
- **"From a quick review of these documents there is certainly cause for valid concern"**
- **"(We are) on the hook here to pay for the actions of a rogue (Safety) inspector. (We are) not happy, … We will have to address this with (his employer, the Regulatory Body)."**

Four steps to improve Ferry Safety

1 - Determine & publicize cause
- **IMO Casualty Investigation Code**

2 – Political pressure (local & international press coverage)
- **Costa Concordia – 30 D/M – daily coverage; Spice Islander 1 - 1,600 D/M – almost no coverage**

3 – Local understanding of what constitutes a safe ship / a safe operation - what to do in an emergency
- **Education, publicity**

4 – Encourage development & enforcement of a simple, effective regulatory regime appropriate for the local conditions.

Dona Paz – Philippines
4,386 Lives Lost – 24 Survivors
In memory of Corazon Canezal (age 11) and her father, a school teacher - died Dec 20, 1987

"If the world had taken more notice, the subsequent inquiry might have had more impact."

(source – Fairplay 20 Dec 2007)

Rabaul Queen – Papua New Guinea
2 February 2012
161 Dead / Missing

Thank you for your attention!

- **I thank the SPC & IMO for the invitation to attend this Forum.**
- **I acknowledge with thanks the support of the following Unions – PSAC, UCTE, UEW.**
- **I acknowledge the inspiration given by my colleagues in the Marine Industry who consistently put the public safety ahead of their own careers. However, I also note that others have chosen to emphasize their own careers over the public safety.**

ADDENDUM

- Casualty Investigation
- A Wide Variety of Vessels
- Communication
- Interferry
  - Design for the other 90% of us
  - Economics of ferry services
- Rescue Response

Incident Reporting
Why? (1)

- To establish & retain in the public domain the 'facts'.
- Was it 'an Act of God'?
- Was it the result of some sort of human failing? If so, was it an individual failure, or were there systemic factors?
  - E.g., Widespread misfeasance,

  or perhaps
  - Insufficient funds to provide the required services

Incident Reporting
Why? (2)

- Objectives:
  - How to prevent future recurrences
  - Public knowledge of what is a safe operation
  - Political Will to demand Standards of Safety be Maintained

IMO Casualty Investigation Code – with public disclosure

- 'Objective of preventing marine casualties.. in the future'
- Not to apportion blame or determine liability
- Focus on why (technical explanation) in addition to what happened
- 'The final report **shall** be made available to the public'
  - Encourages objective reporting, public understanding of the facts, pressure to perform on all parties

A Wide Variety of Vessels




A Wide Variety of Vessels




Lives Lost due to Lack of Communication

Uean Te Raoi II – Kiribati – 13 July 2009
19 Dead / 16 Missing

- ... Consequently the search was undertaken in the wrong area for about 2½ days.
- Had an EPIRB been on-board and activated, the exact location and plight of the *Uean Te Raoi II* would have been known almost immediately. In this event it is highly likely that all of those on-board would have been rescued that night, meaning the number of fatalities would have been kept at 2.

Lives Lost due to Lack of Communication

Manitoba, Canada – 2008 / 2011


- Island Lake River – northern Manitoba – Canada – 5 Nov 2011
  - Boat stuck in rapids – 3 day delay in rescue - 3 lost, 1 survivor
- Lake Manitoba – Canada – 21 October 2008
  - Vessel broken down, 1 day delay in communication – 1 lost, 2 survivors

Communication (1)

(In cases where an EPIRB is not required or fitted)
PLB (GPS enabled)
SPOT Satellite GPS Messenger (Tracking, Emergency)



Communication (2)

(In cases where an EPIRB is not required or fitted)
PLB (GPS enabled)
SPOT Satellite GPS Messenger (Tracking, Emergency)

- PLB
  - Cost 200 USD upwards
  - Not an EPIRB replacement, may be useful where EPIRB not required.
- SPOT
  - Cost 140 USD upwards, plus annual subscription
  - GPS enabled – tracking function in addition to Emergency.

Maritime Design for the Other 90% of Us

Design for the Other 90% -- in many sectors, but not maritime

- Maritime Design for Other 90% could create safe vessels that are affordable to acquire, operate and maintain.
- Use of information technology could help prevent overloading; provide hazardous weather alerts.
- Design competition to be initiated

An example of Maritime Design for the Other 90% of Us - A Locally Produced Simple Lifejacket

(sponsored by Norwegian agency & IMRF)

- An inexpensive (10 – 15 USD) Lifejacket produced locally in Africa on a cottage industry basis.
- Norwegian design, supported by the IMRF & a local lifesaving organization.
- An example of how a simple solution can be found to a need based on local inputs & capabilities.

Economics of ferry services
Funding a Safe Ferry Service

- Sustainable safe ferry operations require a balance between revenues & expenses.
- The initial & ongoing costs of the ferry is one part of the issue.
- Underfunding has also been indentified as one of the factors often leading to unsafe ferry services. If ferry operators are unable to raise revenues by increasing fares, they are likely to increase revenues simply by allowing many more passengers on the vessel.
- Interferry / IMO are considering a study of the impact of artificially low fares, including how negative impacts have been overcome in certain countries.

Improving Rescue Response

- Address the common traits of these incidents
  - Improve knowledge base (training)
    - Crew & Passengers – what to do in an emergency.
  - Improve communication – alerting authorities of incident; location of vessel, of survivors;
    - Prevent loss of valuable time – EPIRB's, PLB's, SPOT - inexpensive
  - Procure the necessary, appropriate & affordable rescue resources
    - What are the needs – weather criteria, numbers of vessels & persons at risk, etc.
    - Dedicated resources or vessels (& other resources) of opportunity

New Technology
Unmanned Aerial Vehicles

- Harbinger of things to come?
- Demonstration in Arctic Canada 2011 – large areas with sparse population.
- Possible use for Search in conjunction with other SAR assets.
- Launch & recovery from SAR vessels- realistic in actual service?


Rescue Response
International Maritime Rescue Federation
INTERNATIONAL
MARITIME RESCUE
FEDERATION
International association of rescue organizations.
Capabilities:
Technical knowledge
Operational experience
Publicity
Fund-raising
Sharing of problems & solutions

MV RABAUL QUEEN TRAGEDY
.... Lessons Learnt ....

Presented by : Capt. Nurur Rahman , MNI, MAIMS
Executive Manager – Maritime Operations Division
National Maritime Safety Authority – PNG

CONTENTS

INTRODUCTION

1. Worst maritime casualty in the history of Papua New Guinea
2. Rabaul Queen, NOT a passenger vessel but a cargo vessel but a cargo vessel carrying passengers!
3. Non-compliant ship owners and inadequate legislations

VESSEL TYPE AND IT'S OPERATING LIMITATIONS

- Built as a cargo-passenger vessel for smooth water areas
- Design and stability conditions aimed for operation in the Inland Sea of Japan
- Waters surrounding PICS – open seas and large distances between ports

SHORTCOMINGS/FAILURES OF PARTIES CONTRIBUTING TO THE CASUALTY

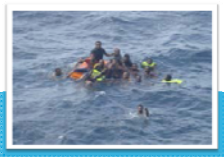
1. The vessel's owner, Capt. Peter Robert Sharp
2. The Flag Administration - the National Maritime Safety Authority (NMSA)
3. The Government of Papua New Guinea

RECOMMENDATIONS OF THE COI

- 34 proposals to promote maritime safety in PNG
- Proposals 1 to 9, 17, 29 and 30 reflect on addressing shortcomings in the legislation
- Proposals 10, 20, 21, 22, 26, directed towards the PNG Government
- Proposals 24 and 25 recommends improving functionability and service provisions of National Weather Service

❖ Wrap - up



Australian Government
Australian Transport Safety Bureau

Inside the Rabaul Queen Commission of Inquiry

The good and the not so good

Australia's national transport safety investigator

AVIATION | MARINE | RAIL www.atsb.gov.au

The Commission of Inquiry

- *Rabaul Queen* tragically sank on 2 February 2012 with up to 161 lives lost
- On 10 February, the Prime Minister of PNG ordered and Commission of Inquiry (COI) into the sinking
- On 23 March, the COI activities commenced in earnest

The Commission of Inquiry

- The COI continued until 28 June, when its final report was presented to the Prime Minister
- On 5 September, the COI's report was tabled in Parliament and subsequently released publicly
- The COI made 34 recommendations aimed at improving maritime safety

The good

- The Government was seen to take action
- Independent of regulators and operators
- Effective working relationships
- Transparent, open and procedural fairness
- Defined timeline
- Defined outcome
- Defined cost

The not so good

- Process interference
- Limited by the terms of reference
- Limited by the available timeframe
- Adversarial in nature
- Not quite as fair as it appears
- A bias towards 'blame'
- Costly and not budgeted for
- No local capacity building

The alternative

- An independent government funded safety investigation agency that fosters the development of local expertise and aims to improve and promote maritime safety through the investigation of incidents and the sharing of lessons learned

MV EMEERIA

LESSONS LEARNT & THE SPC PIDSS PROGRAMME

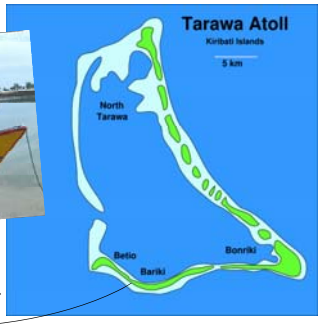
Marine Division
Ministry of Communications, Transport & Tourism Development
PO Box 487, Betio Tarawa
KIRIBATI

Omirete Tabureka

mv EMEERIA - 2010

Type of Vessel	-	Outrigger type
Area of Trade	-	Lagoon Service between Tarawa and Maiana
Length Overall	-	14 metres
GRT	-	5.0
Engine HP	-	75
Passengers + Crew	-	30

mv EMEERIA - 2010



25 Dec 2012 / 1000am
Departed Bairiki bound for Maiana.

Mv EMEERIA - 2010

Mv EMEERIA - 2010

1230 lt – Outrigger submerged and joints loosen.

1700 lt – RKS Teanoai arrived at scene

PIDSS In Kiribati

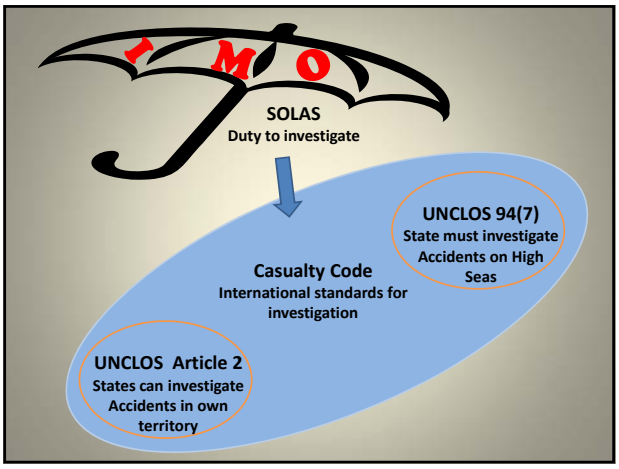
- Aimed to improve safe management systems on Pacific Islands domestic vessels
- Following the accidents of UEEN TERAOI II in 2009
- Total of 10 vessels are under PIDSS with SOPs
- 3 vessels audited this year
- 6 vessels now just enter this program
- (2 vessels entered in 2010 among the first vessels were out of service in 2011)

Questions?

Managing Joint Casualty Investigations Under the Casualty Code

MV *Princess Ashika* and
MV *Uean Teraoi II* Incidents

IMO Regional Forum on Domestic Ferry Safety
30 October to 02 November 2012
Suva, Fiji



Participation

- State of Registry
- State of Operator
- Coastal State
- Other coastal states affected
- Nationals have lost their lives
- Other States that can help

An important consideration under Chapter 10, Co-operation

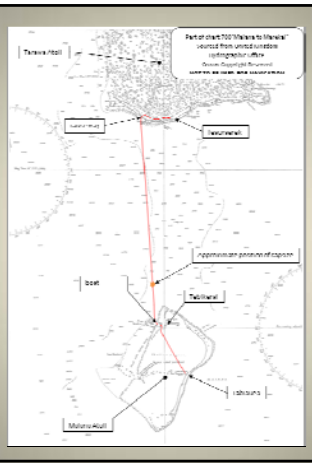
. . . .having particular regards to:

(e) Any differing national laws and procedures, including those concerning confidentiality

Section 8(2)(e) of TAIC Act

"To co-operate and co-ordinate with other accident investigation organizations overseas, including taking evidence on their behalf"

Uean Te Raoi II



Uean Te Raoi II (Capsize)

- Capsized, broke up and sank on 13 July 2009
- 35 persons lost their lives in the tragedy
- The accident occurred in Kiribati territorial waters
- The vessel was not adequately designed to operate in open waters
- Most of the lives could have been saved if proper live-saving equipment was carried
- Proper agreements for the provision of search and rescue support were not in place.

Inquiry

- State to State request for assistance to investigate the accident
- 28 July a 3-person investigation team travelled to Kiribati to begin gathering the facts
- 30 July Kiribati Government formed a Commission of Inquiry into the accident
- NZ investigation team were assigned as 'experts' assisting the Commission of Inquiry
- Interim report with recommendations issued within 30 days
- Final report presented to Kiribati Government within 7 months

Princess Ashika in Tonga

- Capsized and sank August 2009
- Ship lost and 74 passengers and crew died
- Registered in Tonga
- Tongan territorial waters
- New Zealand Search and Rescue area
- New Zealand assistance provided for wreck location and body recovery

Princess Ashika in Tonga

- Tongan Royal Commission of Inquiry
- The commission led an investigation team to assist the Royal Commission
- Australia, Canada, Japan and Maritime New Zealand were seconded to the investigation team.
- Issues with jurisdiction

Lessons

- Joint investigations require special considerations
- A State's domestic law may require deviation from the Casualty Code
- Understand the other agency's role and investigation procedures before committing.
- It is easier for 2 agencies to co-operate if their roles and operating modes are similar

Accidents Investigation & Analysis

The Marine Inquiry Into The Sinking of " MV Ovalau II" At The Inner Western Edge Off Nananu-I Ra Passage on 23 August 2003 by:

Mr Justice Devendra Pathik (former High Court Judge- Fiji

Mr Delai Vakasilimi- Marine Engineer

Captain Penitiko Cabenagauna Yauvoli- Master Class 1 Master Foreign Going

Mr. Kiniviliame Keteca Counsel Assisting the Inquiry (acknowledge assistance from the late Captain Peter Heathcote)

Outline

- Part 1-Circumstances surrounding the casualty
  - History of vessel and particulars
  - Vessel route and Towing
  - Abandoning of vessel
  - The sinking

Outline

- Part 2- Condition of the Vessel Before the casualty
  - Manning
  - Surveys
  - Certificates issued
  - Condition of the hull
  - Loading conditions

Outline

- The Evidence
- Findings of the Inquiry
- Recommendations
- Judicial Review of findings and recommendations

Circumstances surrounding the Casualty- The vessel

- 941.87 gross ton, 55.9 meters long; 11.4 meters wide (roll on-roll off) passenger vessel
- Built in Japan in 1969-registered with Fiji Marine Board on 25 March 1983- 33year old vessel
- Serviced by Patterson Brothers Ltd and traded between Natovi, Buresala, Savusavu, Ellington, Suva and Nabouwalu

The route on 23 August 2003

- Left Levuka on 21Aug 03 at 0550 hrs for Nabouwalu and arrived at Ellington wharf at 1700hrs on the same day
- Moored at Elligton until 0630 hrs Saturday morning 23 Aug; vessel ready for loading; left Ellington wharf for Nabouwalu
- 0950hrs-3rd engineer advises bridge that slowing down main engines

Route

- 10 minutes later-main engines stopped-breach (hole) -125mm x 20mm -in the engine room
- Crew attempted to contain the inflow of water with wooden plug and 2 mop heads (Pathik J- “use of mop heads-like a drowning man clutching at straws”)
- Assistance sought from sister ship “Princess Ashika”- arrived at 1600 hrs

Towing, Evacuation & Sinking

- Towing began at 1637 unsuccessful, Ovalau listed to port; 1810hrs-towline severed by crew of Princess Ashika; port anchor of Ovalau dropped holding vessel on easterly direction
- 1515 hrs-11 passengers evacuated ashore followed by 23 more passengers

Abandon ship

- 1835 hrs- Master and crew abandoned the vessel
- 1850 hrs – MV Ovalau II tipped over her port side and sank 1.5 nm due north of Nananu-i-ra island.

Surveys

- Last annual survey(on the slip)-05 Feb 2002
- Last ultra sonic test on the hull- 08 Feb 2000 (vessels over 24 years should have ultra- sonic test every 2 years- due on 08 Feb 2002)
- Next annual survey due on Feb 2003-slipway not available till May 2003
- Instead, surveyors did an annual afloat survey

Survey

- Feb 2003 Surveyor reported-” All underwater areas of this vessel are in good and EXCELLENT condition, it is recommended that the vessel be given six months extension to its sea-going certificate …to 05 August 2003”

Surveys

- 04 Aug 2003, FIMSA surveyors conducted semi-annual survey at Natovi jetty
- Underwater survey on 12 Aug 2003
- Vessel kept trading without Interim certificate between 05-12 Aug 2003

Survey

- surveyor reported-" Apart from high bearing wear-down measurements evident and the sandwich patches noted, all underwater areas of this vessel are in very good condition"

Survey

- He added-" While the bearing wear-down measurement and the breaches through the shell plate should be addressed during the up-coming dry-docking operations, the underwater areas of the hull and its machinery are in a suitable condition for a further 3 months service. It is recommended that the vessel's Sea-going Certificate be extended until November 5th 2003"

Survey

- FIMSA issued an interim certificate on 13 Aug 03 to be effective from 04 August 03.
- The President of the Fiji Marine Board refused to sign the Survey Certificate as it was brought to her after the vessel was at the bottom of the Nananu I ra passage

Loading Conditions

- Vessels were positioned according to size and not their weight
- Vehicles wee not lashed but rear tyres wedged (vehicles secured for pitching movements and not for rolling movements)

Findings of the Inquiry

- Cause of the casualty-the MV Ovalau II capsized due to free surface effect of water accumulated on the vehicle deck
- Contributing factors- the vessel was not in a seaworthy condition
- Full afloat surveys not provided for in the Marine Act-but monthly extension surveys on non-availability of slip-way

Recommendations

- Amendments to Marine Regulations 1990
  - Extension surveys requirements in terms of duration and nature of surveys to be clearly provided for
  - Vague regulations
  - Ultra-sonic tests to vessels over 24 years every 2 years to have a regulated percentage of steel wastage

Recommendations

- All underwater surveys to be accompanied with photographs for better assessment by principal surveyor
- Line of authority of surveyors to be clearly prescribed-deck, machinery, underwater rather than surveyors blaming each other
- Underwater survey fees to be paid to FIMSA rather than directly to surveyors
  - Rotate work amongst the underwater surveyors

- Annual afloat survey not provided for in the Marine Act 1986 or Marine Regulations 1990 but a creation of FIMSA

Lessons learnt

- Legislations-primary and subsidiary- will only work if properly complied with by public servants (regulator), independent surveyors and the industry
- Shipping companies and Regulators alike share the responsibilities of making shipping in the region safe
- Precautionary approach to shipping? -non-availability of slipways, surveys, demands of trade- should not override the need to comply with the law

Judicial Review

- Evans v Minister of Transport [2005] FJHC 372 –Judge Coventry ordered that adverse findings in the report against Patterson Brothers and Trevor Patterson be set aside
- All adverse findings against David Evans in particular that he “was guilty of substandard under water survey practice” be set aside

Republic of the Marshall Islands
Ministry of Transportation and Communications

RMI MARITIME

Secretary Phil Philippo
Capt. Josephius Tiobech

Geographical location

The Republic of the Marshall Islands (RMI) is located between latitude 4 degree to 14 degree north and longitude 160 degree to 173 degree east, consisting of 29 atolls and 5 independent islands widely scattered. RMI has a wide exclusive economic zone (EZZ) of 2 million square kilometer. The Marshall Island is characterized by two chains the Ratak, or Sunrise, to the east, and the Ralik, or Sunset, to the west. The chains lie about 125 miles (200 kilometres) apart and extend some 800 miles northwest to southeast.

Continue….

- Population is a little more over 50,000 thousands people residing in RMI. Since 1914-1945 Marshall Islands was under Japanese Administration.
- Later, passing through the trust territory under the United States of America. RMI became independent in 1986 as the Freely Associated States with the United States.
- It became a member of United Nations in September 17, 1991 , and was accepted as the independent State.

BACKGROUND OF MARITIME IN RMI

- Maritime has always been a way of life for the Marshallese People. Connecting the whole Marshall Islands has been by means of sea transportation. Domestic Shipping services plays an indispensable role to keep the lifeline in their daily life of the Marshall Islands. The basic concept of shipping services is simply that the vessels load cargoes to the outer islands to be delivered to individual consignees. Furthermore, a vessel also carries a merchant onboard to sell the goods in the outer islands and on return trips, they would pick up the copra to bring back the main island.
- Today, services to the whole Marshall Islands continues to depend on field trips services provided by sea transportation to the outer islands. Needless to say, air services is another means of reaching out to the outer islands; however, it has its challenges, for instance, under developed air strips and frequent flight delays and cancellation due to broken parts and maintenance.

Continue…..

- Historically, Ministry of Transportation and Communications (MOT&C) have been operating vessels of the public sea transportation in the RMI waters. In October 2006, the Marshall Islands Shipping Corporation (MISC) took over the operations of the public sea transportation services.
- Today, there are three (3) government operated passenger-cargo vessels, which are less than 500 tonnage providing services to the outer islands. Of the three government vessels, there are about thirty (30) smaller vessels, privately owned, which provide services on a smaller scale for passenger and cargo to nearby atolls and islands.

Continue…

- Under the MISC the three cargo-passenger vessels provides services to the outer islands on a semi annual regular trip. The Government imposes that the MISC, at least, provides 4 trip services per year to 4 routes – northern, southern, western, and central and eastern routes.
- International Shipping is provided thereto by shipping services by qualified limited shippers given EAC by Micronesian Shipping Commission to provide services to Micronesian sub region, which RMI is a part.

ENABLING LEGISLATIONS:

- Maritime Act of 1990 (as amended)
- Domestic Water Craft Act of 1992 and Regulations
- Marshall Islands Shipping Corporation Act 2004
- Port Security Regulations 2004
- Pilotage Shipping Regulations 2007
- Government Ship Maintenance Act 2011
- ISPS Code
- SOLAS

CHALLENGES:

Domestic shipping services has always been a challenge for the Marshallese people and has been characterized by vast distance, poor and underdeveloped support infrastructure, limited formal trained and qualified maritime officers just to name a few.

- Limited vessels for services and are purchased second-handed.
- Underdeveloped infrastructure for docking and loading/offloading of passenger cargo in the outer islands.
- Limited Formal Training for RMI Maritime Officers and Seafarers.
- Minimal Maintenance of Government Vessels.
- Due to rising cost of Fuel for field trip services, this causes financial challenges on operation of the shipping services.
- Bridging the gap between the domestic and international maritime acts to bring about better coordination in which they can better compliment each other.

Aging Ports

Delap

Uliga

Ebeye Port

Field Trip Service

WAY FORWARD:

- Ongoing Review and enacting of amendments to the maritime legislations and regulations.
- Ongoing Training and capacity building for Maritime, Seafaring Officers, and Port Officers.
- Adoptions of Best Practice for ensuring safe, secure, reliable, and economical sea transportation services are provided for economic and sustainable development for RMI, especially the Pacific Island Nations.
- Enhance better understanding and collaboration between maritime institutions and agencies to enable ways to better address common issues and challenges in the Pacific Region.

Continue…..

- Two new Government Vessels from Government on Japan to compliment to three existing fleet are being built and possible delivery date to RMI will be at the end of 2014.
- Enactment and implementation of Government Maintenance Fund Act 2011.
- Once a month HF Radio Conference with Outer Islands boat operators on Maritime Safety Rules, Regulations and safety equipment tools for smaller crafts.
- Finding the best practice in maximizing and improving copra carrying capacity on the return field trip vessels from the outer islands to the Center

Ongoing Developments

International/Domestic Developments

That is an overview glimpse of the Maritime in the Marshall Islands

Bula Vinaka!

Thank you very much!

Kommol tata!

Questions and Answers

Captain Joe Tiobech will do all the answering.

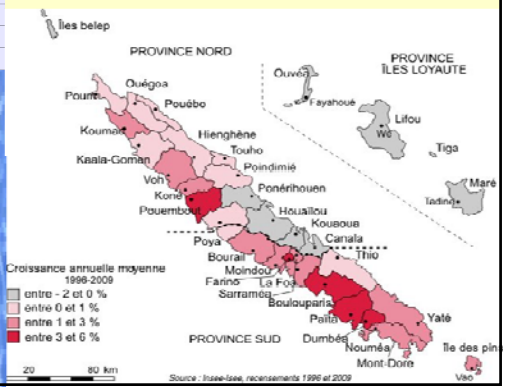
La sécurité des navires à passagers en Nouvelle-Calédonie

Service des Affaires maritimes, de la marine marchande et des pêches maritimes

La Nouvelle-Calédonie

- La Nouvelle-Calédonie est un archipel de 250000 habitants composé de :
  - La Grande Terre :
    - 230000 hab.
    - Agglomération de Nouméa : porte d'entrée et de sortie de Nouvelle-Calédonie – 170000 hab.
  - Les îles Loyautés :
    - 3 îles distinctes à 200 milles de Nouméa : Lifou, Maré et Ouvéa – 18000 hab.
  - L'île des Pins :
    - situé à 60 milles de Nouméa – 2000 hab.
  - Les îles Belep :
    - situé à 200 milles de Nouméa et 35 milles du port le plus proche – 900 hab.

La Nouvelle-Calédonie



La politique de développement économique durable

- Objectifs :
  - le rééquilibrage entre le Nord et le sud de la Grande Terre
  - le rééquilibrage et le maintien du lien entre la Grande Terre et les îles
- Exigences pour le transport maritime de passagers:
  - Sûr et respectueux de l'environnement
  - Efficient pour permettre :
    - les mouvements de populations garant du lien social
    - le développement du tourisme

La sécurité du transport maritime de passagers

- La sécurité du transport maritime de passagers repose sur:
  - La prévention des risques d'accident pour les personnes
    - dus au milieu hostile que constitue la mer :
    - exigences de solidité de la coque, de franc-bord et de stabilité, fiabilité des machines
    - d'incendie et dus aux machines :
    - exigences de prévention de l'incendie et de conception des machines
    - en cas d'événements :
    - exigences d'organisation et de formation de l'équipage, de lutte contre l'incendie et d'équipements de sauvetage
  - La prévention des pollutions par les navires

Les standards minimum internationaux

- Conventions internationales principales transposées pour le transport domestique:
  - Convention internationale sur la sauvegarde de la vie humaine en mer (SOLAS)
  - Convention internationale sur la prévention de la pollution par les navires (MARPOL)
  - Convention internationale sur les normes de formation et certification pour la veille (STCW)
  - Convention sur le travail maritime (MLC)

Sommaire
Politique
Réglementation
Application
Administration
Conclusion

La réglementation de la sécurité des navires

- Intégration en droit français – règlement annexé à l'arrêté du 23 novembre 1987:
  - Division 221: navires à passagers en navigation internationale et navires de charge de plus de 500
  - Division 222: navires de charge de moins de 500
  - Division 223: navires à passagers en navigation nationale
  - Division 226: navires de pêche entre 12 et 24m
  - Division 227: navires de pêche de moins de 12m
  - Division 228: navires de pêche de plus de 24m
  - Division 240 : navires de plaisance

Sommaire
Politique
Réglementation
Application
Administration
Conclusion

Navires à passagers

Division 223
navires à passagers effectuant des voyages en Nouvelle-Calédonie

Division 223a
Navires à passagers de classe A, B, C, D en acier ou équivalent

Engins à grande vitesse

Navires à passagers de classe A**

Navires à passagers de classe B, C, D**

Engins à grande vitesse neufs * → SOLAS Chapitre. X & code HSC 2000

Engins à grande vitesse existants * → code HSC 1994 ou recueil DSC

Division 223b
navires à passagers autre que acier ou équivalent qui ne sont pas engins à grande vitesse

Division 223c
navires à passagers et engins à grande vitesse effectuant une navigation exclusivement dans des zones portuaires

** Application de la division 160 : mise en œuvre du code ISM compagnie et navires et engins à grande vitesse classe A et B*

*** Classe A sans restriction*
Classe B : jusqu'à 20 milles
Classe C : (H>2,5m à T<10%) et (15 M d'un refuge et 5M de la côte)
Classe D : (H>1,5m à T<10%) et (6 M d'un

Sommaire
Politique
Réglementation
Application
Administration
Conclusion

Navires de plaisance à utilisation commerciale et touristique*

Navires de plaisance de longueur inférieure à 24 m

Navires de plaisance de longueur supérieure à 24 m et jauge inférieure à 3000**

Navires à moteur < 12 passagers → division 240 (navires de plaisance) + division 241 (utilisation commerciale)
ex. : bateaux-taxis, visites d'îlots

Navires à voile < 30 passagers → division 240 (navires de plaisance) + division 241 (utilisation commerciale)
ex. : charter

Navires à moteur < 12 passagers → division 242
Navigation nationale et internationale
Délivrance de titres de sécurité et de prévention de la pollution
ex. : grands yachts

** exploitation de ces navires soumis à un agrément de la Nouvelle-Calédonie*
*** les navires de jauge supérieure à 3000 sont soumis aux divisions navires de charge et navires à passagers*

Sommaire
Politique
Réglementation
Application
Administration
Conclusion

Les procédures d'inspection

- Suivi de construction et approbation :
  - Décision de la réglementation applicable
  - Approbation des plans et documents par une commission de sécurité
  - Visites durant la construction par le service des Affaires maritimes de Nouvelle-Calédonie
  - Visite de mise en service et délivrance des titres de sécurité
- Suivi des navires en service :
  - Visites périodiques de sécurité par le service des Affaires maritimes de Nouvelle-Calédonie
  - Renouvellement et visa des titres de sécurité et de prévention de la pollution

Sommaire
Politique
Réglementation
Application
Administration
Conclusion

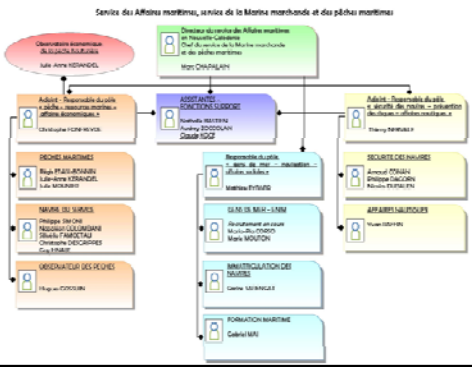
La flotte de navires transportant des passagers

TYPE	PASS.	EQU.	L HT	JAUGE	DATE
ENGIN A GRANDE VITESSE A PASSAGERS	355	13	57,80	1 495,00	2007
	138	6	35,20	258,20	2011
	439	7	41,20	583,00	2011
NAVIRE RO-RO PASS.	158	12	63,00	2 305,00	2000
NAVIRE A PASSAGERS	100	4	21,50	94,18	2004
	102	4	19,31	117,84	2008
	75	4	16,60	78,29	1992
	184	6	30,00	200,87	1998
	38	2	12,87	13,06	2006
	126	6	30,60	121,00	1989
	125	6	20,00	120	1994

TYPE	NOMBRE	L HT
NAVIRE PLAISANCE A UTILISATION COMMERCIALE	17	>12
	69	<12

Sommaire
Politique
Réglementation
Application
Administration
Conclusion

L'organisation du service des Affaires maritimes



Sommaire
Politique
Réglementation
Application
Administration
Conclusion

Personnel du pôle

- Inspecteurs de la sécurité des navires
  - 1 adjoint au directeur, responsable de pôle, ISNPRPM niveau 5 :
    - ✓conduite inspections sans restriction
    - ✓conducteur d'audit ISM, vérificateur ISPS
    - ✓officier de contrôle par l'Etat du port
  - 1 ISNPRPM niveau 5 :
    - ✓Conduite inspections sans restriction
    - ✓auditeur ISM, vérificateur ISPS
    - ✓officier de contrôle par l'Etat du port
  - 2 ISNPRPM niveau 3 :
    - ✓Conduite inspections de navires jusqu'à 24 m
    - ✓Participation inspections sans restriction
- Gestionnaire des affaires nautiques (veille

Sommaire
Politique
Réglementation
Application
Administration
Conclusion

Conclusion

- Comment maintenir un niveau élévé de sécurité des navires à passagers en Nouvelle-Calédonie:
  - Maintien des compétences et des qualifications des inspecteurs
  - Maintien et évolution d'un corpus juridique exigeant sur les navires à passagers
  - Inspections et audits périodiques de l'administration
- Transferts de compétence du 01/07/2011:
  - 95% des navires à passagers sont de la compétence de la Nouvelle-Calédonie
  - 5% compétence Etat français

Philippine Safety Regulations

JOSE VENANCIO A. VERO, JR.
Director
Maritime Safety Office
Maritime Industry Authority

Primary regulation

- Philippine Merchant Marine Rules and Regulations, 1997
  - Revision of the 1976 PMMRR
  - 18 Chapters
  - Ships 500 GT and above covered by SOLAS and suppletorily by PMMRR, 97
  - Below 500 covered by PMMRR, 97
  - Under review and revision

PMMRR - Chapters

1. Chapter I – General Provision
2. Chapter II – Surveys and Certificates
3. Chapter III – Construction and Equipment
4. Chapter IV – Stability
5. Chapter V – Machinery Installations
6. Chapter VI – Electrical Installations
7. Chapter VII – Fire Protection and Fire Extinction
8. Chapter VIII – Fire Safety Measures
9. Chapter IX – Life Saving Appliances
10. Chapter X – Radio Communications

PMMRR – Chapters (Cont.)

11. Chapter XI – Safety of Navigations
12. Chapter XII – Safety of Special Purpose Ships
13. Chapter XIII – Assignment of Load Lines
14. Chapter XIV – Freeboard
15. Chapter XV – Registration, Documentations and Licensing of Ships
15. Chapter XVI – Prevention of Marine Pollution
16. Chapter XVII – High Speed Craft
17. Chapter XVIII – Minimum Safe Manning
18. Chapter XIX – Maritime Investigation and Disciplinary Proceedings

OTHER REGULATIONS

MC 48
Measures to control overcrowding

- Passenger manifest prepared and available before departure.
- No ticket no boarding.
- Prohibits the issuance of tickets onboard.
- Head counting responsibility of ship owner/officers.

MC 72 - 10 minute safety film

- 10-Minute Film on the safety/health/sanitation of the vessel.
- Apply to passenger 150 GT and above.

MC 65/65-A MINIMUM SERVICE STANDARDS FOR PASSENGER VESSELS

- Provides standards for passenger accommodation
  - Lying (size of cots/beds)
  - Seating (dimension of seats)
- Provides for the minimum requirement for public spaces:
  - Hall reception areas;
  - Eating areas; and
  - Promenade and open spaces

MC 65/65-A MINIMUM SERVICE STANDARDS FOR PASSENGER VESSELS (Cont.)

- Provides standards for serving spaces:
  - Alleyway
  - Primary stairway
  - Pantry
  - Embarkation/Disembarkation
- Condition to be observe:
  - Lighting;
  - Fresh water;
  - Sanitary requirements;
  - Compliance with Batas Pambansa 344 (Accessibility Law)

MC 125 PASSENGER SERVICE RATING SYSTEM

- Basically a tool or a system of monitoring, assessing and rating the standard of service being offered to passenger by liner and ferry vessels.
- A guide to identify how the services of various passenger shipping operators compare to each other and the relative quality of services they are providing.

MC 171, as amended by MC 173 Re-currency Training

- Once every three (3) years, Masters and chief mates shall be retrained on the following subjects :
  - Planning and carrying Out a Voyage
  - Maintaining Safe Navigation
  - Maneuvering and handling of ships
  - Responding to Emergency Situation
  - Compliance to Waste Disposal in accordance with MARPOL Regulation

MC 2007-03 LOAD LINE SURVEY, ASSIGNMENT, MARKING AND CERTIFICATION

- Provide rules and regulations for the implementation, administration and enforcement of load line survey, assignment, marking and certification.
- Adopt the International Convention on Load Lines (ICLL) 1966, as amended, to apply to Philippine-registered international or domestic ships 15 meters and above in length

MC 2007-05
Stability

- Serves to supplement the implementation of the Code on Intact Stability, and its amendments, to Philippine-registered ships.
- Require every Philippine-registered ship covered by the Circular to undergo inclining test.

MC 2011-03
Cargo Stowage and Securing

- Require Companies with ships 500 GT and above carrying cargo units to submit a Cargo Securing Manual (CSM) consistent with the rules and regulations, the Code, Trim and Stability Calculation of the ship for approval.
- Require Companies with ships/boats below 500 GT carrying cargo units to prepare and submit a CSM appropriate to the characteristics of their ship and its intended/approved type of service.

Class Requirements

- Under MC 124 passenger ships 500 GT and above are required to be classed.
- Under RA 9295 all ships acquired after the effectivity of the law (January 2005) are required to be classed.

Safety Management System

- MC 143 (ISM) – ships required to be classed.
- MC 159 (NSM) – ships not required to be classed.

MC 2012 – 03
RULES IN THE CONDUCT OF EXAMINATION, ISSUANCE OF CERTIFICATE OF MARINE PROFESSION

- Below 500 GT
- Below 750 kW
- Deck Officers
  - Major Patron – below 500 GT
  - Minor Patron – below 250 GT
  - Boat Captain 3 – below 100 GT
  - Boat Captain 2 – below 35
  - Boat captain 1 – 15 GT and below
- Engine Officers
  - Marine Diesel Mechanic 2 – below 750 kW
  - Marine Diesel Mechanic 1 – below 500 kW
  - Motorman – below 250 kW

MC 2012 – 03
RULES IN THE CONDUCT OF EXAMINATION, ISSUANCE OF CERTIFICATE OF MARINE PROFESSION (Cont.)

- Examination subjects
  - Major Patron
    1. Practical navigation
    2. Seamanship
    3. Weather and marine instruments
    4. Rules of the road
    5. General Operators Course and Simulator Plotting
    6. National Maritime Laws

MC 2012 – 03
RULES IN THE CONDUCT OF EXAMINATION, ISSUANCE OF CERTIFICATE OF MARINE PROFESSION (Cont.)

- Examination subjects
  - Minor Patron
    1. Practical navigation
    2. Seamanship
    3. Meteorology
    4. Rules of the road
    5. General Operators Course and Simulator Plotting
    6. National Maritime Laws

MC 2012 – 03
RULES IN THE CONDUCT OF EXAMINATION, ISSUANCE OF CERTIFICATE OF MARINE PROFESSION (Cont.)

- Examination subjects
  - Boat Captain 2 and 3
    1. Practical navigation
    2. Seamanship
    3. Meteorology
    4. Rules of the road
    5. National Maritime Laws

MC 2012 – 03
RULES IN THE CONDUCT OF EXAMINATION, ISSUANCE OF CERTIFICATE OF MARINE PROFESSION (Cont.)

- Examination subjects
  - Marine Diesel Mechanic 2
    1. Engine Fundamental Principles
    2. Operating principles
    3. Fuel oil and Lubricating oil
    4. Cooling system
    5. Engine operation
    6. Maintenance and servicing procedure
    7. Tools and maintenance equipment
    8. Safety procedures
    9. National maritime laws

MC 2012 – 03
RULES IN THE CONDUCT OF EXAMINATION, ISSUANCE OF CERTIFICATE OF MARINE PROFESSION (Cont.)

- Examination subjects
  - Marine Diesel Mechanic 1
    1. Internal Combustion: Diesel Engine Technology
    2. Engine performance , trouble shooting and procedures
    3. Engine test and applied formula
    4. Electrical knowledge and installation
    5. National maritime laws

MC 2012 – 03
RULES IN THE CONDUCT OF EXAMINATION, ISSUANCE OF CERTIFICATE OF MARINE PROFESSION (Cont.)

- Examination subjects
  - Motorman
    1. Fundamental of mathematics
    2. Electricity and electrical driven propulsion
    3. Internal combustion
    4. Drawing/cooling system
    5. National maritime laws
- Score
  - 70% written
  - 70% oral

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC)

- Local version of STCW
- Basic requirements:
  - Filipino citizen;
  - Medically and physically fit;
  - Valid SIRB or SIB, as applicable;
  - Completed the prescribed training requirements;
  - Deck Ratings, must have served onboard ships above 3 GT for at least six (6) months;
  - Engine Ratings, must have served onboard ships in any capacity in the engine department for at least six (6) months.

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training requirements for Masters, Chief Officers and Deck Officers on High Speed Crafts, regardless of tonnage and on Ships of 500GT and above:
  - Advanced Fire-fighting;
  - Medical Emergency First Aid (for Masters & Chief
  - Mates);
  - Medical Care (for OICs);
  - Proficiency in Survival Craft and Rescue Boat;*(as applicable)*
  - Proficiency in Fast Rescue Boat; *(as applicable)*

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training requirements for Masters, Chief Officers and Deck Officers on High Speed Crafts, regardless of tonnage and on Ships of 500GT and above:
  - Function 1 – Navigation;
  - Function 2 - Cargo Handling;
  - Maritime Law for Ships Officers;
  - GOC(one year validity);
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable);

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training requirements for Masters, Chief Officers and Deck Officers on High Speed Crafts, regardless of tonnage and on Ships of 500GT and above:
  - General Tanker Familiarization (as applicable);
  - Specialized Training on (as applicable):
    a. Oil Tanker (for Masters & Chief Mates of Tankers)
    b. Chemical Tanker (for Masters & Chief Mates of Tankers)
    c. Gas Tanker/Carrier (for Masters & Chief Mates of Tankers)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training requirements for Masters, Chief Officers and Deck Officers on Ships of below 500 GT:
  - Safe Navigation and Collision Regulation (SafeNav&ColReg) or Collision Avoidance or Ship Simulator and Bridge Teamwork (SSBT);
  - Deck watchkeeping in the Domestic Trade or Rating Forming Part of Navigational Watch (for those who have not completed the academic requirements for BSMT);
  - Radar Observer's Course (ROC) or Radar Navigation, Radar Plotting and Use of ARPA (RNRPUA);

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training requirements for Masters, Chief Officers and Deck Officers on Ships of below 500 GT:
  - Radio Telephony or Ship's Restricted Radio Operators Course (SRROC) or General Operator' Course (GOC) or 1st Class RTG License;
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable);

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training requirements for Masters, Chief Officers and Deck Officers on Ships of below 500 GT:
  - General Tanker Familiarization (as applicable);
  - Specialized Training on (as applicable):
    a. Oil Tanker (for Masters & Chief Mates of Tankers)
    b. Chemical Tanker (for Masters & Chief Mates of Tankers)
    c. Gas Tanker/Carrier (for Masters & Chief Mates of Tankers)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Masters, Chief Officers and Deck Officers on Ships of below 100 GT to 16 GT:
  - Deck watchkeeping in the Domestic Trade or Rating Forming Part of Navigational Watch (for those who have not completed the academic requirements for BSMT);
  - Safe Navigation and Collision Regulation (SafeNav and ColREg) (for those who will board ships of below 100 GT up to 35 GT);
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training requirements for Masters, Chief Officers and Deck Officers on Ships of below 500 GT:
  - General Tanker Familiarization (as applicable);
  - Specialized Training on (as applicable):
    a. Oil Tanker (for Masters & Chief Mates of Tankers)
    b. Chemical Tanker (for Masters & Chief Mates of Tankers)
    c. Gas Tanker/Carrier (for Masters & Chief Mates of Tankers)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Masters and Deck Ratings on Ships of 15 GT and below:
  - Modified Basic Safety Training (MBST)
    - Elementary First Aid
    - Personal Survival Technique
    - Fire Prevention and Fire Fighting
    - Personal Safety and Social Responsibility (MC 2010 – 02)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Deck Ratings on Ships of 16 GT and above :
  - Deck watchkeeping in the Domestic Trade or Rating Forming Part of Navigational Watch (for those who have not completed the academic requirements for BSMT);
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable);
  - General Tanker Familiarization (as applicable);

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Chief Engine Officer, 2nd Engine Officer, Engine Officers of Ships with Engine Propulsion Power of 750 kW & above :
  - Advanced Firefighting;
  - Medical Emergency First Aid (for Chief Engine Officers &2ndEngine Officers);
  - Medical Care (for Engine Officers):
  - Proficiency in Survival Craft & Rescue Boat;
  - Function 1 - Marine Engineering;
  - Function 2 Electrical Engineering;

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Chief Engine Officer, 2nd Engine Officer, Engine Officers of Ships with Engine Propulsion Power of 750 kW & above :
  - Function 3 - Maintenance and Repair;
  - Function 4 - Controlling the Operation of Ships and Care of Persons Onboard;
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable);

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Chief Engine Officer, 2nd Engine Officer, Engine Officers of Ships with Engine Propulsion Power of 750 kW & above:
  - General Tanker Familiarization (as applicable);
  - Specialized Training on (as applicable):
    a. Oil Tanker (for Chief Engine Officers & 2nd Engine Officers)
    b. Chemical Tanker (for Chief Engine Officers & 2nd Engine Officers)
    c. Gas Tanker/Carrier (for Chief Engine Officers & 2nd Engine Officers)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Chief Engine Officers, 2nd Engine Officers and Engine Officers of Ships with Engine Propulsion Power of below 750 kW to 250 kW:
  - Engine Watchkeeping in the Domestic Course or Ratings Forming Part of Engineering Watch(for those who have not completed the academic requirements for BSMarE);
  - Marine Engineman 1 (for MDM 1);
  - Marine Engineman 2 (for MDM 2);
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Chief Engine Officers, 2nd Engine Officers and Engine Officers of Ships with Engine Propulsion Power of below 750 kW to 250 kW:
  - General Tanker Familiarization (as applicable);
  - Specialized Training on (as applicable):
    a. Oil Tanker (for Chief Engine Officers & 2nd Engine Officers)
    b. Chemical Tanker (for Chief Engine Officers & 2nd Engine Officers)
    c. Gas Tanker/Carrier (for Chief Engine Officers & 2nd Engine Officers)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Chief Engine Officers and Engine Ratings of Ships with Engine Propulsion Power of below 250 kW:
  - Engine Watchkeeping in the Domestic Course or Ratings Forming Part of Engineering Watch (for those who have not completed the academic requirements for BSMarE);
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable);

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Chief Engine Officers and Engine Ratings of Ships with Engine Propulsion Power of below 250 kW:
  - General Tanker Familiarization (as applicable);
  - Specialized Training on (as applicable):
    a. Oil Tanker (for Chief Engine Officers)
    b. Chemical Tanker (for Chief Engine Officers)
    c. Gas Tanker/Carrier (for Chief Engine Officers)

MC 2012 – 04
RULES IN THE ISSUANCE OF DOMESTIC-CERTIFICATE OF COMPETENCY (D-COC) (Cont.)

- Training Requirements for Engine Ratings of Ships with Engine Propulsion Power of 250 kW and above:
  - Engine Watchkeeping in the Domestic Course or Ratings Forming Part of Engineering Watch (for those who have not completed the academic requirements for BSMarE);
  - Crowd and Crisis Management for Personnel Serving Onboard Domestic RORO/Passenger and Cargo/ Passenger Ships (as applicable);
  - General Tanker Familiarization (as applicable)


THANK
YOU

SECURITE DES FERRIES EN POLYNESIE FRANCAISE

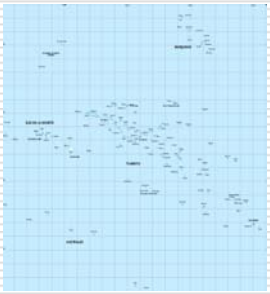
(organisation)

IMO Pacific Forum on « *Domestic Ferry Safety* »

30 October to 02 November, FIJI

La polynésie française

- bordée par un vaste océan,
- clairsemée de 118 îles et atolls,
- habitée par 260000 habitants,
- visitée par plus de 200000 croisiéristes.



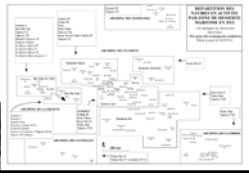
Un trafic régulier de passagers

- Un trafic journalier important de navires à passagers entre TAHITI et MOOREA (4ème rang national)

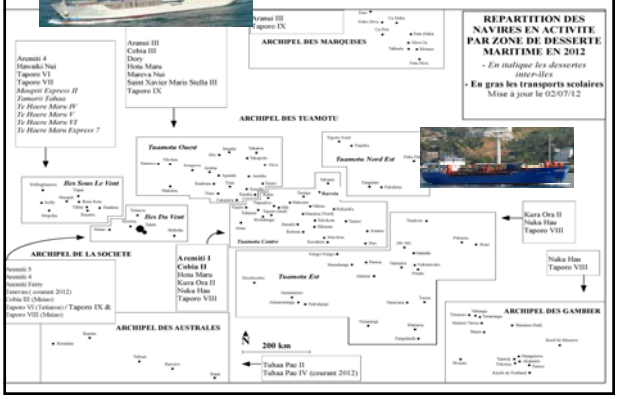
AREMITI FERRY 500 passagers

TEREVAU 360 passagers

- Un trafic régulier de cargos mixtes à l'échelle de la Polynésie française (trafic mixte de moins 12 passagers / ou supérieurs)



trafic mixte de moins 12 passagers / ou supérieurs)

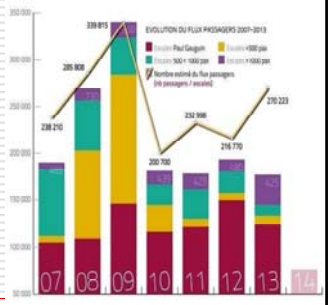


Une croisière internationale fluctuante, en hausse

- oscillation annuelle entre 200 000 et 330 000 passagers au cours des 6 dernières années

⇒ 232 998 croisiéristes et 429 escales en 2011

South Pacific Cruise Alliance



Pour une sécurité au quotidien

- des navires à passagers (Tahiti/Moorea)
- des cargos mixtes (échelle de la PF)

suivis annuellement :

⇒ Visite périodique des navires (société de classification et affaires maritimes de l'Etat)

⇒ Certificats et titres de sécurité

⇒ Contrôles inopinés du nombre de passagers (Etat)

Pour une sécurité en escale

- de la croisière internationale

suivie:

⇒ Visite inopinée par l'Etat du port (*port state control*) (affaires maritimes de l'Etat)

⇒ Assistance d'un pilote maritime (navire supérieur à 90 mètres LHT et dans les zones de pilotage obligatoire dont *Bora Bora* / tutelle du pilotage par les affaires maritimes du Pays)

Pour une prévention des risques

- En « DETRESFA » (phase de détresse), le MRCC **Papeete** déclenche les moyens *SAR*, les coordonne pour porter secours aux personnes en détresse
- Le Haut Commissaire peut déclencher le **plan SAR** (mer et terre/PMA)

ZONE A3

Échouement du MAUPITI EXPRESS dans la passe de Maupiti (aout 2004)

Merci de votre attention

COSTA CONCORDIA

SOLOMON ISLANDS MARITIME SAFETY ADMINISTRATION (SIMSA)

Presentation to:
IMO SPC Training Suva, FIJI
30th October to 02nd 2012

Presented By: Capt Kendall Boso.

Solomon Islands

This report will briefly describe the country Solomon islands , and some of the issues contributing to the maritime sector. Like other pacific islands ,Solomon islands is scatted and experience increasing number of travelling public every year. Despite of limited resources the country has in terms of Maritime transport, seafarers continued to provide services to nearly every remote islands through out the country .with the population it has today, the country need better services for comprehensive prevention approach, to improve safety standard of the maritime sector in our country.

GEOGRAPHY

Solomon islands is one of the Melanesian country in the pacific. It is made up of a group of islands lying to east of Papua New Guinea .The islands cover a land mass of 28,400sqkm. The capital city of SI is Honiara it is situated in the island of Guadalcanal, which is the largest island in the country .The climate of SI is mostly tropical and monsoonal, with little extreme in temperature(Mean annual temperature is 27°centcrade . The large islands mostly have rugged mountains, while some are low coral atolls.

POPULATION

The Population of the Solomon islands is projected from 2009 national censuses, Solomon islands has total population of 518,338.

SOLOMON ISLAND MARITIME SAFETY ADMINISTRATION (SIMSA)HEAD OFFICE LOCATION

SOLOMON ISLAND FUEL DISCHARGE BANKER AND FUELLING JETTY

Our presentation on Standard and Compliance Unit

Solomon Islands SHIPPING ACT, Regulated the following Regulation

- STCW convention Regulation 2010
- Dangerous Good & IMDG Code Regulation 2011
- Marine pollution Regulation 2011
- Pilot age certification Regulation 2010
- Marine Inquiries and Investigations Regulation 2011
- Maritime Safety Administration (Research Vessels)
- Small Craft Regulation 2011

Standard and Compliance activities

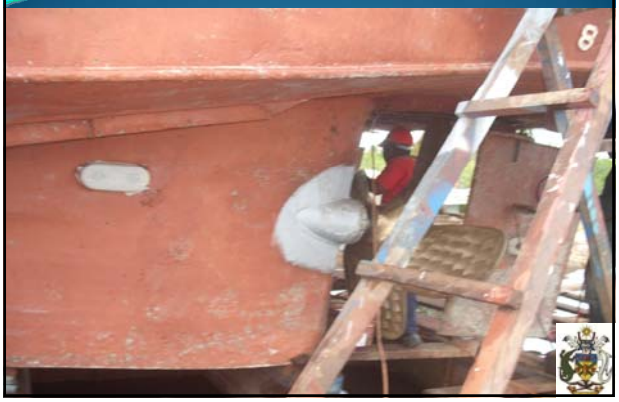
- Overall Responsible for Carrying out Survey and Inspection
- Issuing a Safety certification document to all vessels
- Issue Ships Registration and mortgage document
- Issuing a Seafarers certification document STCW
- Conduct Oral and Examination
- Boarding and inspection on vessel prior to departure /arrivals
- Accident investigation
- Upgrade and Review of SIMSA Policy and quality manual

TWO PROVINCIAL OFFICE, GIZO & TULAGI

- TULAGI Office has responsible for carrying out survey and Inspection on three Ship yard in the central Islands Province, Silent world shipyard, Aviavi shipyard and Taroniara shipyard also Managing the SIMSA functions.
- Gizo Office has responsible for carrying out survey and inspection on three ship yard, Liapari, Kukundu and Noro and also managing the SIMSA function in the province.

AVIAVI SHIP YARD

TARONIARA SHIP YARD



Goals (as an Administration)

As an administration, SIMSA has some limits to its operations. It is still within the Ministry framework , its revenues are directed to consolidated revenue, and its people management is proscribed by the Public Service. However, there are some goals that are relevant in the short term:

- Continue to build compliance by improving SIMSA's ability to implement and enforce Regulations by means of training and mentoring of survey and enforcement staff, supported by sound legal advice
- Monitor revenue generated and ensure proper collection and reporting
- Continue settling staff into the new and restructured positions. Provide training and opportunities, and establish a performance appraisal system to assist staff and supervisors to improve effectiveness.
- In due course develop a case for corporatization of SIMSA (see later slide...)

The future – the next 5 years

SIMSA has proved to be a substantial revenue generator and should be considered as good potential to become an 'Authority' (SOE) in due course. In this mode, it will become an effective and independent regulator, develop its own staff capability and succession, pay its own way and provide a dividend to SIG. Apart from progress towards corporatization, the main objectives over the next 5 years will be to:

- continue progress on compliance – the central task...
- develop capabilities in hydrography and in maintenance and expansion of navigation aids and
- develop more legislation as required and increase capacity to expand Solomon Islands' control and protection of its maritime sector, its travelling public and its environment. In particular –
  - Marine pollution regulation and management; small craft safety regulations ; improved port and ship security

Challenges

- SIMSA has no outstanding shortcomings in its present form. However, it faces on-going challenges in developing and retaining its staff, and in equipping itself appropriately for its tasks.
- The Marine Department suffered from inability to manage and develop its staff and structure, no succession plan and lack of physical resources given the poor cash flow generated. The result was a dysfunctional organization.
- With its solid revenue base and potential for corporatization, SIMSA now has the opportunity to address these issues, which it will best do as a corporation.
- Leadership, strong direction and close attention to staff development and succession will be critical.

Marine Accident Investigation.

- MV SOLFISH OOI

The MV Solfish 001 departed Point Cruz on May 21st 2012 and was on sea passage to Temotu Province. The vessel was believed to be inappropriate loaded and was also overloaded with cargo. The vessel encountered bad weather through out her entire journey and met her fatal accident at 48 nautical miles west of Nco Island, Temotu Province on the 23rd May 2012 at 1630hrs. There were a total of 49 survivors, 19 crew, 14 male pax, 10 female pax and 6 children pax.

NEW GMDSS INSTALTION FOR MRCC HONIARA.

- MRCC Honiara recently took delivery of multi million dollar GMDSS HF/MFVHF DSC Consul funded by ADB, now operational at MRCC SAR Center.
- This new GMDSS consul will no doubt enhance our capability in providing ship to shore and shore to ship communications needs, in times of distress, and passing important navigational dangers and weather information to ships both local and international ships.

SIMSA-MRCC & HMCRS.(H4H)

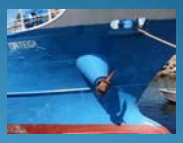
- Honiara MRCC Operates a 24/7/365 service providing HF,MF,DSC,&VHF watch coverage in most SI SRR areas.
- Maintains local ships reporting system for all inter island trading vessels and small crafts by position reports at 0900hrs and 1500hrs each day.
- Disseminates weather information.
- Engaged in sea safety awareness talks, to provincial urban centers and schools.
- Issues notices to mariners on important navigational hazardous.
- Coordinates, SAR incidents with assistance of stake holders such as RCC Australia, RAMSI, commercial shipping companies and Local Maritime Police.

UNCLASSIFIED

Thank you…

Any question ?





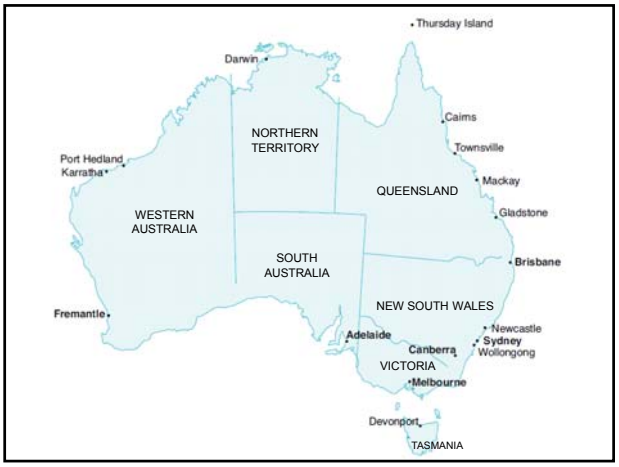
Towards a safer, cleaner maritime environment

Australian Government
Australian Maritime Safety Authority

PACIFIC FORUM ON DOMESTIC FERRY SAFETY FIJI 2012

REGULATION OF DOMESTIC PASSENGER VESSELS IN AUSTRALIA

David Penny, Manager, Maritime Operations, Ship Safety – East & North Ship Safety Division
Abdul Hannan, Head of Inspections, Ship Safety Division



Australian Government
Australian Maritime Safety Authority

LEGISLATION FOR DOMESTIC VESSEL

MARITIME REFORM

Marine Safety (Domestic Commercial Vessel) National Law Act 2012

- Establishes requirements for commercial vessels that operate domestically

From 2013 – the "BIG PICTURE"

Australian Government
Australian Maritime Safety Authority

LEGISLATION FOR DOMESTIC VESSEL

MARITIME REFORM

Marine Safety (Domestic Commercial Vessel) National Law Act 2012

- Shall Commence in 2013
- Replaces eight existing State and Territory laws with a single law for the safety of all commercial vessels and their crew
- A simplification of maritime safety laws
- A uniform approach to safety requirements

Australian Government
Australian Maritime Safety Authority

LEGISLATION FOR DOMESTIC VESSEL

Marine Safety (Domestic Commercial Vessel) National Law Act 2012

- National Standards for Commercial Vessels (NSCV) as the national technical standards for domestic vessels
- AMSA as the National Regulator
- Local State and Territory marine safety Authorities also assist to administer National Law
- Regulations
- Marine Orders

Officials check on a half submerged boat after it collided with a ferry near Lamma Island, off the southwestern coast of Hong Kong Island. Picture: AP Photo/Vincent Yu – 3 October

Australian Government
Australian Maritime Safety Authority

MARINE ORDERS

MARINE ORDERS SET OUT PROCESSES AND REQUIREMENTS

- National Certificates
- Vessel Identification
- Seafarers qualification
- Approval of training organisation
- Review process
- Infringement notices

Australian Government
Australian Maritime Safety Authority

LEGISLATION FOR DOMESTIC VESSEL

REGULATORY PLAN

- General Safety Approach
- Safety equipment to meet contemporary standards
- Minimum impact on the existing fleet
- Risk based survey
- Technical requirements to be based on nationally agreed standards
- Single national certificate
- Recognition of existing certificate

Australian Government
Australian Maritime Safety Authority

TECHNICAL STANDARDS FOR DOMESTIC PASSENGER VESSELS

- Manning requirements
- Watertight subdivision
- Construction – Structural fire protection
- Construction – Design loading
- Construction - steel, aluminium, timber and other materials
- Crew Accommodation

Australian Government
Australian Maritime Safety Authority

TECHNICAL STANDARDS FOR DOMESTIC PASSENGER VESSELS

- Load Lines
- Stability
- Engineering
- Life saving appliances
- Fire fighting appliances
- Navigational and radio equipment
- Survey and certification requirements

Australian Government
Australian Maritime Safety Authority

Common causes of ferry accidents / high fatalities

- Overcrowding
- Inadequate / Lax regulation
- Human error
- Weather
- Unseaworthy
- Corruption
- Defective machinery / equipment

Australian Government
Australian Maritime Safety Authority

Common causes of ferry accidents / high fatalities

- Inadequate search and rescue facilities
- Inadequate life-saving and other appliances
- Poor maintenance
- Education
- Vessel design

Australian Government
Australian Maritime Safety Authority

Common causes of ferry disasters

South-African flagged tanker Norgas Cathinka is escorted by Indonesian police and custom boats near Bakauheni port in Lampung province, Wednesday, Sept. 26, 2012. The tanker collided with a passenger ferry early Wednesday morning, killing at least eight people, officials said. (AP Photo)

Australian Government
Australian Maritime Safety Authority

Thank you

PACIFIC FORUM ON DOMESTIC FERRY SAFETY PESENTATIONS

PRESENTED BY: TANIELU ITALELI
ASSISTANT MARINE MANAGER

1

OUTLINE OF PESENTATION

1. Introduction
2. Domestic Ferry Route
3. Domestic Regulation
4. Domestic Fleet
5. Problems

2

DOMESTIC FERRY OPERATION AND REGULATION IN TUVALU

Sea transport is a key service in some of the smaller islands state due to their geographical. Tuvalu composed of nine atolls and shipping industry is a lifeline for outer – islands communities.

As such, budgetary constraints is a real issue and determine the prioritizations of problems facing the countries.

3

DOMESTIC FERRIES ROUTE

4

DOMESTIC REGULATION

-Domestic ferry in Tuvalu are operated under Merchant Shipping (Load Line and Safety Convention Regulation I988

-Specification of Conventions

-The Load Line Convention and the Safety Convention are specified as the International Maritime Conventions which these regulations are made for the purpose of implementing, or enabling legal effect to be given to, in Tuvalu.

5

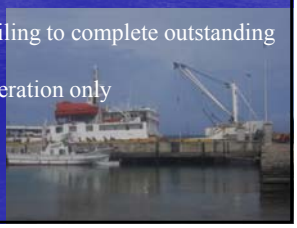
DOMESTIC FLEET OPERATION AND SAFETY

- Domestic services to outer islands are operated by government shipping
- Two vessels servicing the 9 islands in three weeks turn around
- There has been no major accident in our domestic ferry which may lead to the lost of life
- Major break downs

6

DOMESTIC FLEET OPERATION AND SAFETY

•Our cargo/passenger/training vessel Nivaga II is SOLAS compliance
•Built in 1988
•Length 58 metres
•GRT 1046
•Class withdrawn 2007 due to failing to complete outstanding items leaking shaft seals
•Operation restricted to cargo operation only



Our smaller vessel "Manu Folau" is a Non-SOLAS compliance
Built in Japan in 2001
Length 47 metres
GRT 486
Class withdrawn in 2007
Now Classed by Pacific Registry and overdue annual survey this year

8

PROBLEMS WITH MAINTAINING CLASS

- Lack of Funds
- Poor monitoring/evaluation/revalidation of Statutory Certificates due to lack of resource within the Regulatory regime.
- Failure to follow ISM
- No Flag State Control inspection
-Under manned Maritime Administration. One Department overseeing Port, Shipping Operation as well as Maritime Administration
-Legislation are in place for Safety often no random Flag State Control Inspection

9

THE NEED FOR A VISION

- A vision for the future of Tuvalu is vital, even if that vision seems far out of reach
- Having a vision gives people something to hold on to, and to work towards, even if by taking only small steps
- Having a vision promotes a sense of control, rather than of hopelessness at being at the mercy of outside forces
- The small states which have achieved prosperity have generally had some vision, have taken advantage of some aspect that made them unique and in demand

SEATRANSPORT

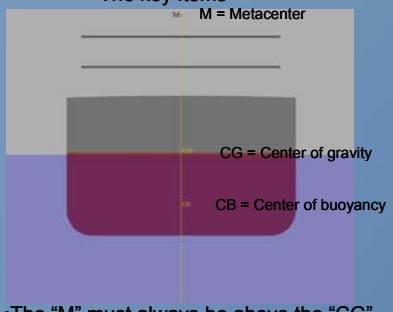
Ferry Safety

For those who want to sleep easy at night!

SPC FORUM FIJI OCT 2012

SEATRANSPORT

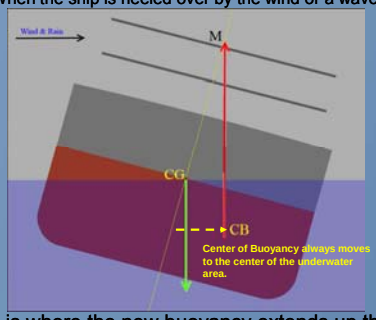
The key Items



- The "M" must always be above the "CG"
- The "CG" is acting downwards
- The "CB" is acting upwards

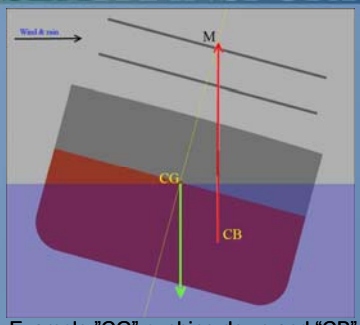
SEATRANSPORT

- When the ship is heeled over by the wind or a wave



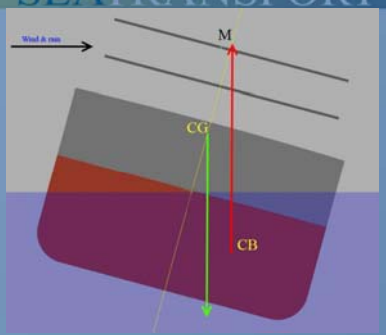
"M" is where the new buoyancy extends up thru the centerline

SEATRANSPORT



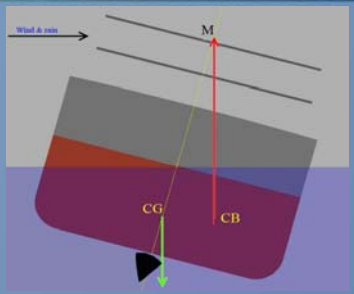
- In this Example "CG" pushing down and "CB" pushing up will bring the vessel back to an upright state (known as righting lever)

SEATRANSPORT



- If the "CG" is high the "GM" will be small and the vessel will roll slowly , she is then described as "Tender"

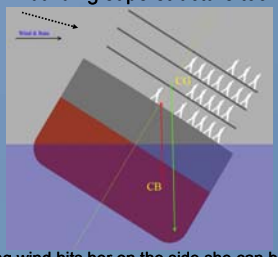
SEATRANSPORT



- If "CG" is very low in the vessel (with lead ballast for instance) where the "GM" distance is large the vessel will jerk upright quickly when pushed over by wind and waves , she is then known as "Stiff"

SEATRANSPORT

If "CG" rises above "M" she will capsize (for instance building superstructure too high)

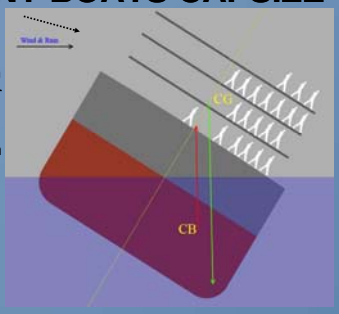


Or if a strong wind hits her on the side she can be pushed over (known as a heeling moment) or alternatively if passengers run to one side the "CG" will move and may also contribute to capsize

SEATRANSPORT

WHY MANY BOATS CAPSIZE

- Superstructure too high
- Vessel not designed for service area weather
- Overcrowding
- Rain squall comes from side
- Passengers all run to one side
- Causing the vessel to capsize
- **DUTY OF CARE IS REQUIRED BY SELLERS OF 2ND HAND FERRIES**



SEATRANSPORT

Conventional Landing Craft Key **Problem Area**

Lack of Deadweight- THEY ARE UNSAFE !!!

- The stability of a box shape barge is quite limited due to:
  - ***1. Low profile of the GZ curve.***
  - ***2. Small freeboard, & shallow deck edge immersion 4-5degrees.***
  - ***3. Free surface of numerous below deck flat bottom tanks.***
- The stated total deadweight (dwt) of these vessels in most cases includes below deck liquid cargoes.
  - ***"On deck" dwt is frequently as low as 45% of the total dwt.***

SEATRANSPORT

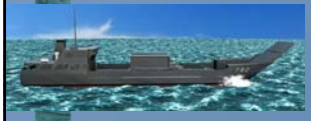
Landing Barge Capsizes !!

Australia			
•"M.V. Keppel Trader"	16m	1996	Capsized on voyage from Darwin – 1 killed
•"M.V.Tasma"	35m	1991	Capsized on voyage from Cairns to Karumba - no-one killed
•'M.V. Thuppen	20m	1988	Capsized circa Townsville-Magnetic Island 1 killed,
•'M.V.Piera'	50m	1992	Ex qld en route to Lihir PNG circa, capsized, Master and Engineer killed, vessel lost
•"M.V.Shellbourne Bay"	20m	1994	Capsized in Thursday Island Harbour (twice !!) Smooth waters, rudder heeling moment causing deck-edge immersion. No-one killed. Trucks on board
•"M.V.Narapi"	25m	1992	Capsized in Horne island – cargo shifted- no subdivision, then sank -not located
•"M.V. Major Dundee"	30m	1993	Truck fell of legs and moved transversly during voyage in partially smooth waters, vessel then had deck edge immersion and promptly capsized, Airlie beach, no-one killed.
•" M.V. Hinchinbrook Island"	16m	2000	Capsized near Cardwell, Queensland. Partially smooth waters – 1 killed. Manslaughter charges now against owner and surveyor.
PNG			
•"M.V. Sir Garrick"	32m	1982	Capsized Kerema Gulf- master killed
•"M.V. Pakori"	25m	1993	Sank at Kikori through stern flooding - no one killed
Solomon Islands			
•"M.V.Vula"	30m	1987	Capsized killing 20 passengers. The Government then introduced a ban prohibiting landing craft to carry passengers.
•"M.V. Bulamakow	40m	1991	Capsized on a cargo run, crew killed.
Fiji			
M.V. Adi Ywaitui	40m	2006	Capsized killing 1 crew member

STERN LANDING VESSELS (22 now in service)

	TYPICAL LANDING CRAFT	SLV	
•LENGTH	45m	45M	
•DESIGNED	1940	1990	
•ON DECK-DWT	140T	500T	(257%)
•CARGO AREA	175m²	400m²	(129%)
•ACCOMMODATION AREA	142m²	165m²	
•MAX SPEED	10kts	13kts	(30%)
•SPEED IN HEADSEA 5	4kts	9kts	(125%)
•ANGLE OF DECK IMMERSION	4.5deg	21deg	(344%)
•MAX WIND MANOEUVRING	16kts	24kts	

•*THE STS SLV HAS 3 TIMES THE MISSION CAPABILITY AND DWT & SPEED*

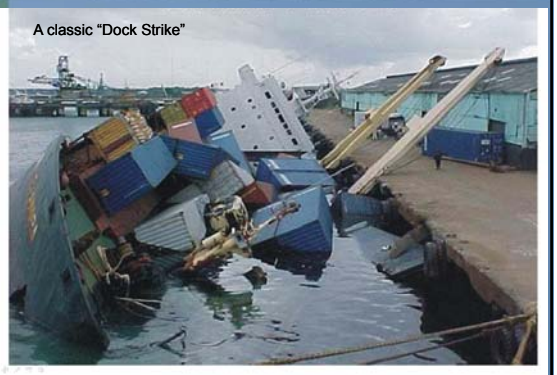


SEATRANSPORT

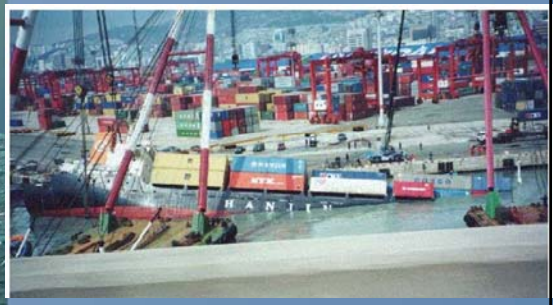
How to capsize a landing craft alongside and then block the port

SEATRANSPORT

A classic "Dock Strike"



SEATRANSPORT



SEATRANSPORT

Some prefer their cargo to go overland, and not by sea

SEATRANSPORT

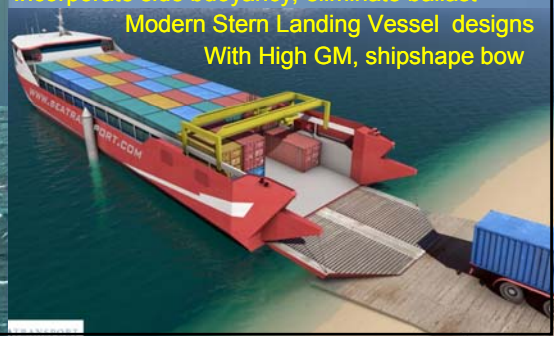
HOW TO AVOID CAPSIZE !

- Keep superstructures small (keep GM large!)
- Avoid overcrowding (keep GM large !)
- Buy a Catamaran or Trimaran (with very large GM)
- **YOU SHOULD ALWAYS HAVE A VESSEL THAT RUNS OUT OF DECK SPACE BEFORE IT RUNS OUT OF STABILITY, NOT THE OTHER WAY AROUND**

SEATRANSPORT

HOW TO AVOID CAPSIZE ! – Landing Craft

- Incorporate side buoyancy, eliminate ballast
- Modern Stern Landing Vessel designs
- With High GM, shipshape bow



SEATRANSPORT

HOW TO AVOID CAPSIZE ! – Ferries

- Choose designs with very high GM that are hard to capsize (catamarans, trimarans)
- Keep the superstructure low in profile

4 ENGINES, GEARBOXES AND PROPELLORS, FOR REDUNDANCY
THIS VESSEL IS INTRINSICALLY SAFE !!

SEATRANSPORT

'PENTALINA' 68m ROPAX CAT - Bow Form & Bulb Investigations

For service Scotland – Orkney Islands – up to 6m waves

SEATRANSPORT

SEATRANSPORT

What about Catamaran Accidents?
MV Sealink ran into rocks august 2012 at 15 knots
No flooding into either main hulls

No one injured or killed

SEATRANSPORT

Catamaran Accidents?
Catamaran ferry crashed into monohull ferry in Hong Kong Sept 2012

monohull sank with 39 dead (Higher than Costa Concordia)

the catamaran stayed afloat with no fatalities

SEATRANSPORT

HOW TO AVOID FINANCIAL CAPSIZE !
– Ferries on Public Routes
Ensure National incentives for investment -soft loans, Govt guarantees, accelerated depreciation, tax free fuel for new vessels

Failure to do so you will get cheap and cheerful and (usually) unsafe older tonnage

SEATRANSPORT

Hindrances to Marine Safety
Policy makers with little knowledge

"It was evident from the beginning that one of the major problems is how little knowledge policy makers have about marine transport"

Tony Slatyer, Director BTRE
ATRE Forum Oct 2002

www.seatransport.com

SEATRANSPORT

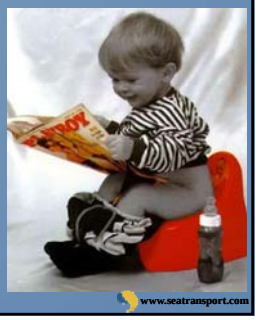
Hindrances to Marine Safety - Policy makers with little knowledge

GRT and NRT is a dangerous and obsolete legacy due to modern designers removing forecastles and aftercastles, just to minimise tonnage and their related fees

Loss of many paragraph (499. 999, 1499 GRT) vessels in heavy seas

Loss of Derbyshire – 42 killed

Focus should be on items such as this instead of appeasing the environmentalists with ECA's etc.



www.seatransport.com


SEATRANSPORT

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

PACIFIC PORTS CHALLENGES

Capt. Hakaumotu Fakapelea

PACIFIC FORUM ON DOMESTIC FERRY SAFETY
Suva, Fiji
30 October to 02 November 2012

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

OUTLINE

- Operational challenges
- Starting a new services
- Financial
- Domestic information
- Recommendations

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

EXISTING WHARF

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

OPERATIONAL CHALLENGES

- Overloading and counting of passengers
- Departure clearance
- Wrecks and derelict vessels
- Quality manual and procedures
- Maintenance and repairs for wharf
- Security provided for domestic passenger ships
- Berthage allocations/anchorage
- In-harbour traffic/harbour control

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Starting a new service?

Challenges to passenger ships providing new services

1. New design ferry
2. Too long in length/Deep draft
3. Forward/ stern ramp
4. Special design
5. Dredge of channels and alongside berth
6. New navigations aids
7. Qualification of seafarers and watchman

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

FINANCIAL

- Berthage reduction fees
- Political business interference
- Free berth
- Business contract

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

DOMESTIC INFORMATION

- Schedules
- Passenger list
- Cargo carrying
- Dangerous Goods
- Port regulations/Acts

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

RECOMMENDATIONS

- A simple quality manual and procedures for local shipping company who operated a domestic ferry
- Reporting of incident and accidents

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

QUESTION ?

STABILITY
A Few Notes

John Dalziel, M.Sc., P.Eng., MRINA

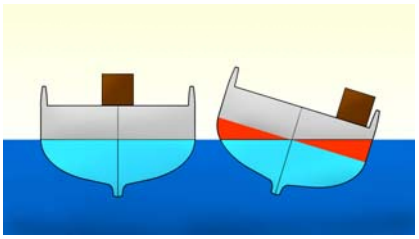
Pacific Forum on Domestic Ferry Safety
Suva, Fiji
October / November 2012

STABILITY

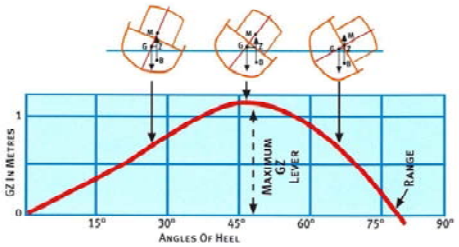
* Stability – capability to return to the upright condition after heeling due to waves, wind, etc.
* Capsizing and swamping are the most likely of all marine incidents to result in fatality.

(Source - Canadian Transportation Safety Board as quoted in TP14619)

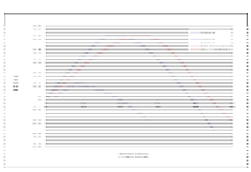
Fundamental Concept of Stability (1)
In Theory it is Simple
The 'wedge' of water restores equilibrium



Fundamental Concept of Stability (2)
Diagram showing Righting Energy
(Which brings the ship back upright)

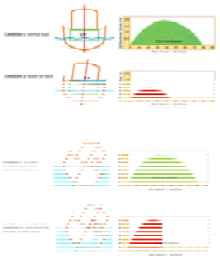


Real-Life Complications (1)
Loading - Displacement / Vertical Centre of Gravity



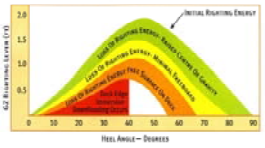
* Loading conditions (how the vessel is loaded) can affect stability by:
  * Increased displacement reduces freeboard, limits range of stability
  * Raising the vessel's centre of gravity (too much weight up top, and / or too little down low) – reducing amount & range of stability.

Real-Life Complications (2)
Water on Deck - Free Surface Effect
Downflooding – Truncate the Stability Curve



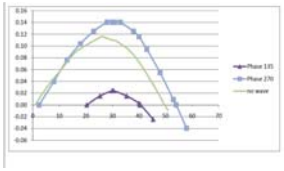
* Free surface can dramatically reduce a vessel's stability, e.g.:
  * Water on deck with inadequate freeing ports
  * Slack tanks
* Downflooding through openings truncates the stability curve - E.g.; insecure hatches, doorways, vent pipes, etc.
  * These may be covered by Load Line 'Conditions of Assignment'.

Real-Life Complications (3)
Summary of 'calm-water' reduction of stability



- Example of significant loss of stability due to
  - Loading (Vertical Centre of Gravity)
  - Minimal Freeboard
  - Free Surface – water on deck
  - Downflooding

Real-Life Complications (4)
Stability in Waves
(Following / Quartering Seas particularly Dangerous)



- E.g.; 14 M Fishing Vessel capsized in < 1 M waves - quartering sea.
  - Worst- and best-case conditions -
    A: 135° (worst case), B: 270° (best case), and C: Mean sea level (NTS)

Source - Canadian TSB Report – M09L0074 – Capsize SFV 'Le Marsouin I'

Stability Calculation Alternatives (1)
Inclining Experiment & Stability Book

- Stability for vessels ranging from relatively small vessels to the largest ships
  - Requires considerable input data & the services of a naval architect – relatively expensive.
  - Serves two main functions
    - Confirms vessel meets specified stability standards.
    - Provides information to allow trained ship's officers to calculate loading conditions.
  - May not be useful for many smaller vessels, may intimidate ship's officers with its complexity – may be an expensive 'book on the shelf'.

Stability Calculation Alternatives (2)
Some Simplified Stability Alternatives

- Rolling period tests
  - Very preliminary indication of stability
- Passenger heel tests
  - Indication of initial stability
  - Generally include windage, minimum freeboard
  - Normally for small vessels, limited voyages, restricted weather conditions
  - Examples: ISO Stability (various categories); Transport Canada Simplified Stability; USCG; UK MCA, etc.

Stability Calculation Alternatives (3)
Rolling Period Test

- For vessels up to 24 M … reasonably quick estimation of the metacentric height, which is a measure of the ship's stability.
- Results of the rolling test method get increasingly less reliable for vessels with limited stability.
- A simple graphical method is provided in the reference.
- This test should only be used by trained personnel who are aware of its short-comings, and only as a very preliminary indication of stability.
- Ref – Transport Canada, TP7301, Stability Standards - Stab 2 Appendix B

Stability Calculation Alternatives (4)
ISO 12217-1 *Small craft – Stability and buoyancy assessment and categorization*

- Four Design Categories – Category C is most likely of interest – 2 M sig. waves; Beaufort 6 (max); Wind gusts to 60 km/hr.
- Used by Transport Canada for commercial craft up to 15 GT, not more than 12 passengers.
- Passenger heeling moment, windage, heel angle, downflooding.
- Pros – very exact, little room for different judgements, simple to use data-sheet in the standard.
- Cons – because it is very exact can be difficult to apply to existing vessels, not readily understood by untrained personnel, little room for professional judgement.

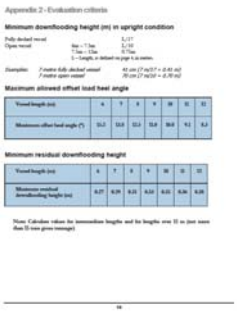
Stability Calculation Alternatives (5)
Transport Canada Simplified Stability

- For existing (pre-2005) vessels up to 15 GT, 12 passengers, not more than 25 NM offshore.
- Similar to ISO, but more flexible, requires higher standard of stability.
- Passenger heeling moment, windage, heel angle, downflooding height.
- Different operational wave height limits – open vessel (1.2M) / closed vessel (2M).
- Example – for 9 M vessel – maximum heel angle 11 degrees; minimum downflooding height 0.75 M (upright), 0.33 M (heeled).
- Simple & flexible; easily understood; simple data sheet in standard.
- Ref – Transport Canada, TP14619, Simplified Stability

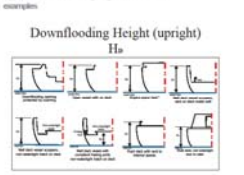
T. C. Simplified Stability Application(1)


Record of Stability Assessment

T. C. Simplified Stability Application(2)



T. C. Simplified Stability Application(3)



STABILITY
Summary

- Sufficient stability is one of a vessel's most important safety characteristics.
- It is important the operating personnel understand stability & its limitations.
- The Load Line 'Conditions of Assignment' & 'Exemptions' may include information relevant to the operation of the vessel.
- "Compliance with any stability standard does not guarantee freedom from risk of capsizing or sinking"

Thank you for your attention!

- I thank the SPC & IMO for the invitation to attend this Forum.
- I acknowledge with thanks the support of the following Unions – PSAC, UCTE, UEW.

Diagrams - source - TAIC Princess Ashika Report (Fishsafe BC), Cdn. TSB, James Dalziel .

MINISTRY OF FOREIGN AFFAIRS & TRADE
MANATŪ AORERE

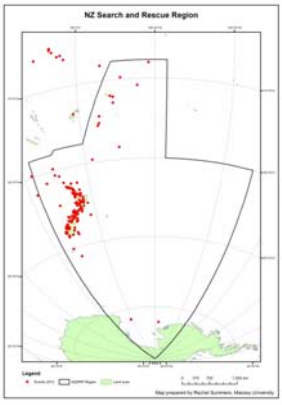
Pacific Maritime Safety Programme

NZ support for Pacific-wide maritime safety

"Following a number of serious accidents in 2009, both New Zealand and Australia offered to work with regional and national organisations to improve maritime safety in the region, and this assistance was accepted by fellow Forum leaders"

Mr John Key,
NZ Prime Minister

2012 SAR Operations by RCCNZ



Programme Activities to Date

- Programme inception 2011
- Partner Organisations:
  - Maritime NZ (MNZ)
  - Coastguard Boating Education Services (CBES, NZ)
  - Rescue Coordination Centre (RCCNZ)
  - Manukau Institute of Technology
  - Land Information NZ (LINZ)
- Pacific Shipping Safety Advisor MNZ (activities 2011)

Programme Structure

- 4 Work Streams
  - Kiribati
  - Cook Is
  - Tonga
  - Regional - hydrography

KIRIBATI

- Primarily focussing education and vessel safety measures, as well as centralised SAR capabilities
- CBES visit Sept 2012
- 16 Action items for consideration
- Assess priorities in consultation with Kiribati for implementation commencing 2013

COOK ISLANDS

- 3 focus areas:
  - Training into MOT
  - Implementation of safety regulations, through training & equipment
- Coastguard Boating Education Services visiting in November 2012 – Brooke Archibald
- Assess priorities in consultation with Cook Is for implementation commencing 2013

TONGA

- Activities identified to date:
  - Some technical assistance to MOT (early 2012) - completed
  - Preparation of Business Plan for FISA (underway)
  - Training for FISA and other crew
- Further consultation with MOI, required to identify other opportunities for activities

REGIONAL – Hydrography Assessments

- Partner organisation is Land Information New Zealand (LINZ)
- Currently performing requirements assessment and prioritisation, with a focus on Vanuatu in the first instance

My role

- To deliver activities on the ground in 2013 and 2014 in consultation with in-country stakeholders
- Financial management
- Results assessment and reporting back to MFAT NZ

Diffusion of innovation

Trying to convince the mass of a new idea is *useless*. Convince *innovators and early adopters* first.

Take-up of the ideals of maritime safety

- Small steps that build incrementally and over time to achieve the 'tipping point'

FROM

And this…

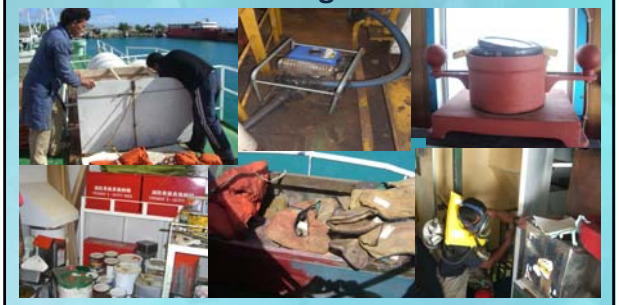
To this…

Thank you

Samantha Miezio
Project Manager
Pacific Maritime Safety Programme
samantha.miezio@mfat.govt.nz

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

PIDSS Programme



Maritime Safety has Four Pillars: Administration, Industry, Mariners, Training

---

Outline

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

PIDSS Programme

1. PIDSS Goals & Objectives
2. Lessons Learned
3. Implementation

"A ship in harbor is safe, but that is not what ships are built for."
John A. Shedd, author and professor.

Goals & Objectives

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

PIDSS Programme

- **Goal** – strengthen maritime safety in domestic shipping.
- **Objectives**:
  - Review the status of domestic ships;
  - Conduct maritime safety audits;
  - Provide safety advice, technical support, and audit services.

Life did not begin by accident. Don't let it end as one.

Lessons Learned

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

PIDSS Programme

Administration:
1. Improve & harmonize laws and regulations;
2. Improve surveyor expertise & capability;
3. Increase enforcement activity.

Industry:
1. Acknowledge safety as a "corporate" responsibility;
2. Improve access to safety equipment & servicing;
3. Coordinate w/other stakeholders.

Mariners:
1. Acknowledge Master's responsibility;
2. Increase regulatory knowledge;
3. Active involvement in vessel's safety.

Training:
1. Review formal training for domestic mariners;
2. Improve shipboard familiarization training;
3. Develop an informed traveling population.

Implementation

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

PIDSS Programme

The PIDSS Programme is supported by funding from AusAID .

Phase I – Consultation: meet w/stakeholders. Conduct "baseline" safety surveys* of domestic vessels.

Phase II – Training: provided to Maritime Administration, Industry & Mariners.

Phase III – Implementation: provide Safe Management Systems (SMS*) tailored to vessels*.

Phase IV – Monitoring: conduct audits* of approved SMS's.

Phase V – Follow-up & reporting: conduct follow-up audits* & provide audit report to assist with system improvement.

*SMS = ISM, SSM, SOP

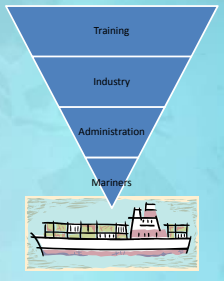
*Conducted with national surveyors

Wave Theory

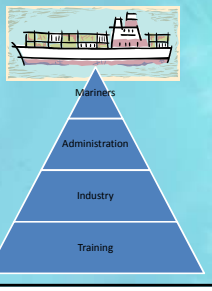
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

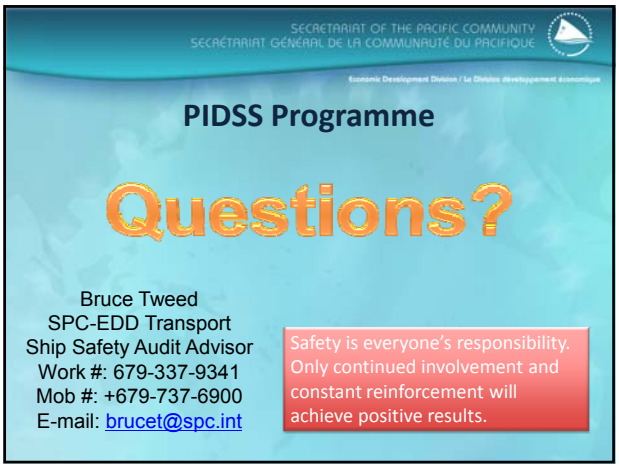
PIDSS Programme

"Business-as-Usual" Model



Safety Model




SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
PIDSS Programme
Questions?
Bruce Tweed
SPC-EDD Transport
Ship Safety Audit Advisor
Work #: 679-337-9341
Mob #: +679-737-6900
E-mail: brucet@spc.int
Safety is everyone's responsibility. Only continued involvement and constant reinforcement will achieve positive results.

PACIFIC FORUM ON DOMESTIC FERRY SAFETY

Role of Ship-owner Association in Passenger Vessel Safety

(Tebwe Ietaake – Kiribati Shipping Association)

OUTLINE

- Introduction
    - Appreciation to IMO & SPC
- Background Notes
    - Kiribati Shipowners Association
- Kiribati Ferry Service
    - Vessel Type
    - Ownership & Operator Capacity
- Issues
    - Cost of compliance
    - Availability of technical support services
- Possible Role of Association
    - Sharing of resource to make it easier for individual operators to comply

- General Issues
    - Legal framework to update
    - Capacity of Regulator
    - Surveyor Fee Payment
    - Making Investigation Reports available to the public

My presentation on the Passenger safety on passenger ferries in the Solomon Islands:

1. Background on the geographical setting of the shipping routes in the Solomons
   Inter-island routes: connecting Honiara to the Provinces:

   A) Honiara – Gizo (Western Province)
   B) Honiara – Auki, Malaita province
   _ Buala, Isabel Province
   We had a LC lost with some lives also in the past
   _ Kirakira, Makira Ulawa province
   _ Guadalcanal Province
   _ Rennel and Bellona

   C) Honiara – Shorland Islands (Outer Western
   D) Honiara _ Lata Temotu province
   We had a casualty with no lives lost but the vessel was lost.
   June 2012 (Solfish 1)

   E) Honiara _ Lata to Tikopia and Anuta (Temotu Outer Islands
   We had vessels lost in the past

2. Safety standards being maintained on the national fleet
   (as a national infrastructure development nationwide)

   - The current standard of ship maintenance at national industry level
   - Constraints.
     i. Access to capital to maintain vessel and have her insured
     ii. Poor ship operation management practices.
     iii. Poor general management (financial) practices
     iv. Very old tonnage
     v. Quality of ship repairs substandard.
     vi. No tug services.

   - Training of sea going officers as navigators, pilots, engineers and ratings Vs. business acumen with basic business principals.
   - Boat drills and fire drills on board ship as part of ship board management practices
   - Preventative maintenance as an on-going ship board management practice and a General management requirement.

3. Safety regulations and compliance and national maritime transport policy.

   - Ship surveyors as professionals in the discharge of their duties.
   - Connecting the Industry (Shipping Association) with regulatory functions and training facilities as a Government policy on an on-going regular basis.
   - Government policy with regard to new or additional tonnages Vs existing and old tonnages

PACIFIC FORUM ON DOMESTIC FERRY SAFETY

Overcoming Challenges of Infrastructure Constraints and Rising Cost of Compliance (Partnership Model)

30 October - 02 November 2012
Suva, Fiji

PACIFIC FORUM ON DOMESTIC FERRY SAFETY

Palau's Challenges Relating to Infrastructure Constraints and High Cost of Compliance

Palau does not any proper equipped and manned facility where ferry vessels can go for repairs. Thus, vessels have to go overseas (usually Philippines) for drydock and this is very costly.

Palau does not have any facility to service life rafts or fire extinguishers.

Oftentimes, shipping of inflatable life rafts overseas for service is problematic as airlines and commercial cargo ships are not willing to accept limited number of inflatable life rafts as cargo.

Importing of distress signals is likewise difficult as airlines and commercial cargo ships are not willing to accept limited number as cargo.

Partnering to Overcome Infrastructure Constraints

Vessel Type: 19.5m FRP-Constructed
Operator: Hatohobei State Government
Service: Cargo and Passenger.
Route: Koror to Hatohobei State.
Distance: Over 320 naut. mi.

The shipowner was able to secure permission from one of the local businessmen and drydocked the boat near his dive shop for repairs.

Though the size of vessel of the vessel is not required to be surveyed, the government-appointed surveyor was able to attend to the vessel and make recommendations to the owner/Operator regarding the refitting the vessel to ensure safety of navigation.

Owner/Operator will seek expertise of a locally-based naval architect to conduct the stability and inclination test of the vessel.

Partnering to Reduce Shipping Costs

Servicing of Inflatable Life Rafts

To overcome high shipping costs and enable timely servicing of inflatable life rafts and replacement of distress flares, the Division of Marine Transportation approached the various ship operators and sought their cooperation to carry other operators' life rafts. When any ship goes overseas for drydock, other ship operators whose inflatable life rafts that are due for service can place the life rafts on the departing ship .

Partnering to Overcome Import Challenges

Replacement of Distress Flares

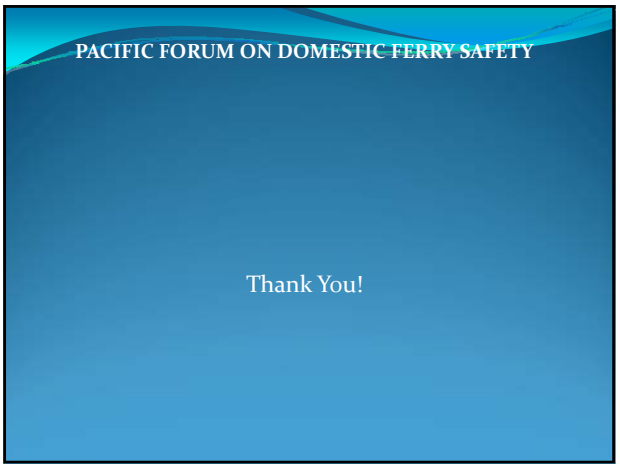
To overcome challenges in importing replacement distress flares, the Division of Marine Transportation arranges for shipment of orders for distress flares on ships returning from drydock.

Partnering to Overcome High Cost of Compliance

Provision of Life Saving Appliances

Case Study: MV Regina IV
Vessel Type: 19.8m Aluminum Landing Craft
Operator: Angaur State Government
Service: Cargo and Passenger.
Route: Koror to Angaur State.
Distance: Approx. 33 naut. mi.

Given the route for the ship is heavily trafficked and deemed internal waters, the vessel can get by with Type III PFDs. To assist Angaur State Government procure life saving appliances for its vessel, the Division of Marine Transportation approached some of the dive operators to see if they could donate some of the Type III PFDs they are phasing out of their inventory but are still usable. The Dive Operators approached were quite willing to do so and will be providing the Type III PFDs to Angaur State Government as donation-in-kind.


PACIFIC FORUM ON DOMESTIC FERRY SAFETY
Thank You!

FISA

Friendly Islands Shipping Agency Ltd.

History

Friendly Islands Shipping Agency Limited was established October 2010 to operate the newly built ferry MV 'Otuanga'ofa which is a grant aid from the Government of Japan for the Government of Tonga.

This ferry is Classed with NKK and **is not** SOLAS compliant and it was made to the Japanese local ferry regulations.

M.V 'Otuanga'ofa along side in Port at Lifuka Is, part of the Ha'apai Group of Islands.

Problems we faced as a Local company operating a ferry in the Pacific Islands.

1) Servicing Life Saving Appliances in the Pacific Islands.

2) Servicing of Fire extinguishers in the Pacific Islands.

Problems with Servicing Life Rafts:

- Cost of sending of the Life rafts to New Zealand for service.
- Ships schedules for sending of Life rafts.
- Spare Life rafts that we have to keep in the islands so that the Life rafts can be rotated for service.
- Cost of keeping the un-utilized life rafts as spare for service time only.
- Lost of validity time of life rafts due to transportation time.
- Extra tax charges on sending money over seas for the payment of the life rafts services.

Solution and advantages for the Life rafts service being done locally:

- Life rafts service done locally.
- No lost of validity of service life of life rafts.
- Easy scheduling for service.
- Cost effective for servicing life rafts.
- Easy service if there is damage to life rafts due to weather etc.
- No extra cost or tax due to sending money over seas.
- Other local ferries and fishing boats will have the same benefit as FISA Ltd with the Life rafts service.

New Life Raft Servicing station in Tonga:

Life Raft Service Station in Tonga.

Pressure testing the Life Rafts.

Life Rafts which has been serviced.

Problems with Fire extinguishers on board:

- No service facility available locally.
- The Brand of Fire extinguishers on board the ferry.
- Accessibility to parts and service.
- Passengers pulling pins, locks, seals etc, from the Fire extinguishers.

A normal condition Dry powder Fire extinguisher.

Fire extinguisher with safety lock removed.

Fire extinguisher with lock & seal removed.

Solution for the Fire extinguishers on board:

- FISA Ltd will bring Fire extinguisher service from New Zealand to service our Fire extinguishers.
- FISA Ltd will look into the future to change the fire extinguishers to a more common type and easy to service.
- FISA Ltd look in to putting up a service station to service Fire extinguishers of the local ferries and fishing boats and may be offices etc.
- Educate Passengers not to touch the Fire extinguishers as in an emergency this equipment won't work and someone could get hurt.

Conclusion:

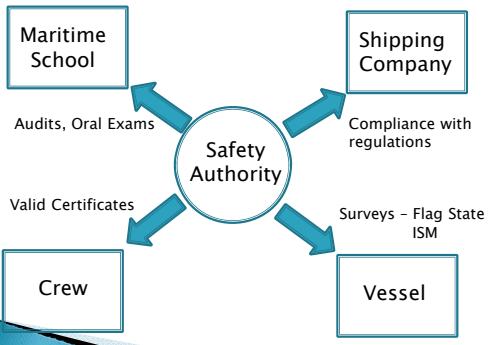
- I believe that as Owners and Operators, we should get up and do something about the safety of the lives that we carry on board our vessels.
  The lives that are on board our vessels as they depart are our responsibilities to preserve them to their individual destinations.
- The local Regulators and local Owner/Operators rather than standing opposite side of the road should work as one more training for the Owners and Operators.
- Finally to IMO they should make regulations that is easily implemented and kept and also training for the local Operators/Owners and local Authorities.

A Holistic Approach to Domestic Ferry Safety

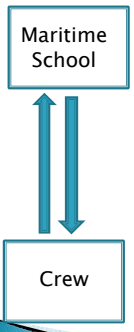
IMO Regional Forum on Domestic Ferry Safety
30 October to 02 November 2012
Suva, Fiji

DOMESTIC FERRY SAFETY FORUM

DOMESTIC FERRY SAFETY FORUM



DOMESTIC FERRY SAFETY FORUM



Maritime School trains seafarers to meet the standards of competency required for a particular position on board

Seafarers wishing to improve their qualifications, and earn promotion to a higher paid position enrol at the Maritime School

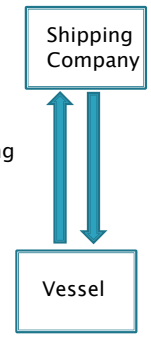
Industry meets its crewing obligations

DOMESTIC FERRY SAFETY FORUM

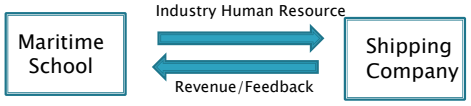
Shipping Company owns the asset

Shipping Company pays the running costs and maintenance costs

Vessel generates revenue



DOMESTIC FERRY SAFETY FORUM



Shipping Companies rely on Maritime School to provide competent crew for their vessels.

Maritime School requires feedback to the effect that they are meeting industry requirements.

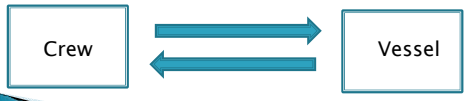
Training revenue should come from the Shipping Companies – they are the beneficiaries of having competent crew.

DOMESTIC FERRY SAFETY FORUM

The vessel is the home and workplace for the seafarers

Unmotivated crew will not be inclined to maintain the ship in a satisfactory condition.

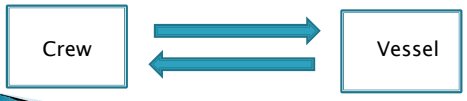
Unmotivated crew are unlikely to diligently carry out safety checks



DOMESTIC FERRY SAFETY FORUM

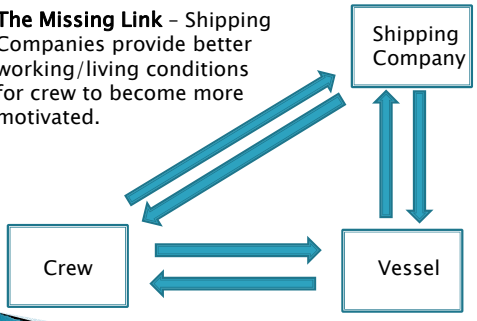
When crew join a ship in poor condition, it is unlikely they will make an effort to improve things

In this situation, the crew may have the required knowledge, to do their job, but have a "could not care less" approach to their job.



DOMESTIC FERRY SAFETY FORUM

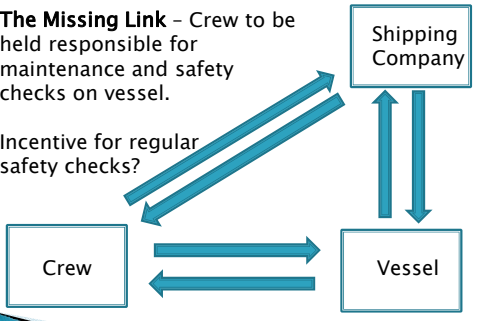
The Missing Link – Shipping Companies provide better working/living conditions for crew to become more motivated.



DOMESTIC FERRY SAFETY FORUM

The Missing Link – Crew to be held responsible for maintenance and safety checks on vessel.

Incentive for regular safety checks?



DOMESTIC FERRY SAFETY FORUM

Chicken and Egg – which comes first

Attitudes need to change

Unlikely that crew will change first

Crew need to see change in working/living conditions

Investment required by Shipping Companies

Culture change by the crew – held directly responsible for vessel condition – requires regular inspections.

DOMESTIC FERRY SAFETY FORUM

Thank You

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Planned Maintenance

IMO FORUM
ON
DOMESTIC FERRY SAFETY

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

Plan maintenance

Planned maintenance plays a very important role in the reliability of the ships' machinery – remember no tow truck to tow the ship back to a safe port

When out at sea, the ship is totally reliant on its machinery and navigational equipment to safely reach the next port and it's life saving appliances to save lives if the ship sinks

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

Why Plan maintenance

- Its about making the future happens as it should happen
- It works at guiding the actions of the ships crew so things are done right on purpose and not by accident
- If there is no plan maintenance for the ships safety equipment, break downs and disasters are invited

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

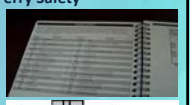
Plan Maintenance contributing to Domestic Ferry Safety

What do you understand by plan maintenance

Maintenance is purposely and regularly performed to prevent a machine/equipment from deteriorating or breaking down

- Maintenance Planning
- Maintenance scheduling
- Implementing the Maintenance Plan

Plan maintenance ensures safety equipment is fit for its purpose to current date



SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

Types of Planned Maintenance

Condition based maintenance

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

TYPES OF PLANNED MAINTENANCE

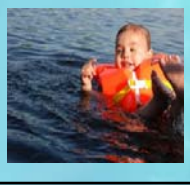
Preventative Maintenance

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

TYPES OF PLANNED MAINTENANCE

Preventative Maintenance

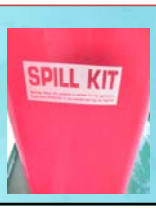


SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

TYPES OF PLANNED MAINTENANCE

Preventative Maintenance

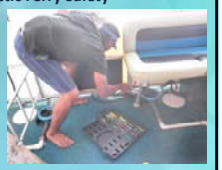


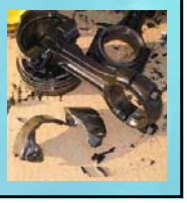
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

Break down Maintenance

Breakdown Maintenance





SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

Purpose of Plan Maintenance

- ❑ If there is no plan maintenance, one has planned to welcome problems, a hazardous situation or risky situations for crews and passengers
- ❑ Ship maintains its Class status
- ❑ Plan maintenance gives machinery, longer running life
- ❑ Avoids unpredictable down time which may result in loosing business
- ❑ Ship has good value on the market, for re-selling and hire/charter

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

NO Plan Maintenance

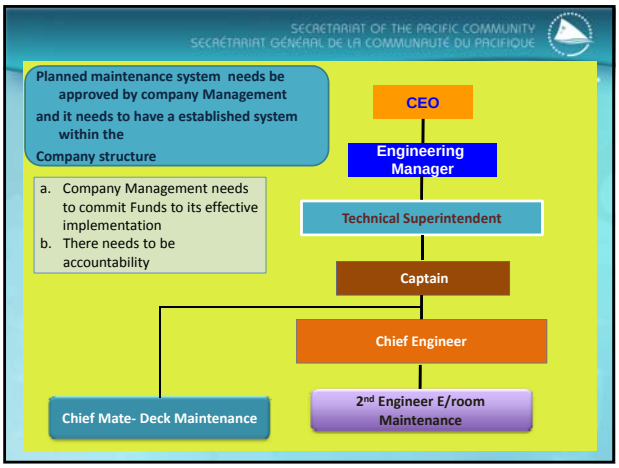
- Life jackets locked and forgotten ....Rusty lock...key lost
- Bilge pumps , emergency bilge pumps and systems become useless if never tested
- Fire pumps, emergency fire pumps and fire hoses never tested
- Purpose of Safety equipment and its use to date, is in question
- Emergency escapes and shut downs become in operable and etc.
- No planned systematic approach to implementing schedule maintenance

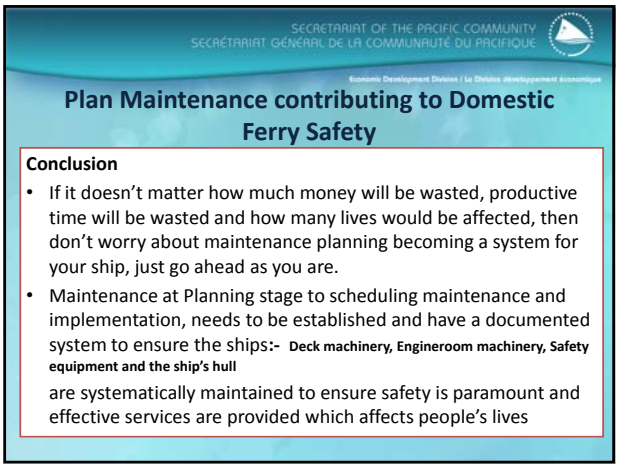
SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Plan Maintenance contributing to Domestic Ferry Safety

Training ships crew in using a Plan maintenance system

- Training of new crew in their responsibilities for maintaining safety equipment.
- Training of new crew in the requirement of using the ships plan maintenance system
- Plan maintenance needs to have a documented system


SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
Planned maintenance system needs be approved by company Management
and it needs to have a established system within the
Company structure
a. Company Management needs to commit Funds to its effective implementation
b. There needs to be accountability
CEO
Engineering Manager
Technical Superintendent
Captain
Chief Engineer
Chief Mate- Deck Maintenance
2nd Engineer E/room Maintenance


SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE
Plan Maintenance contributing to Domestic Ferry Safety
Conclusion
• If it doesn't matter how much money will be wasted, productive time will be wasted and how many lives would be affected, then don't worry about maintenance planning becoming a system for your ship, just go ahead as you are.
• Maintenance at Planning stage to scheduling maintenance and implementation, needs to be established and have a documented system to ensure the ships:- Deck machinery, Engineroom machinery, Safety equipment and the ship's hull
are systematically maintained to ensure safety is paramount and effective services are provided which affects people's lives

Domestic Ferry Safety

Domestic Ferry Safety

- Why are we so concerned?
- Because ferries have accidents
  - Ferries sink
  - Lives are lost
  - Property is lost
  - Pollution occurs

Domestic Ferry Safety

- Why do ferries have accidents?
  - Wrong vessel, wrong operating area
  - Vessel past its use by date
  - Unseaworthy, but allowed to operate
  - Overloaded, especially with fluid passengers
  - Incompetent crew
  - Avaricious owners/operators
  - Fearful shipmasters

Domestic Ferry Safety

- Why do ferries have accidents?
  - Flawed survey practices
  - Surveyors under pressure from owners/operators
  - Coercion, corruption
  - Cultural influences & traditional practices
  - Political interference
  - Passenger demands

Domestic Ferry Safety

- What can be done about it ?
  - Adopt civil aviation policies, practices & procedures
  - Charter seaworthy vessels (& crews) to replace unseaworthy vessels
  - Govt./private sector franchises with pre-determined quality & safety standards
  - Outsource vessel surveys & inspections
  - Improve the availability of slipping and maintenance facilities
  - Mandate insurance & get insurers involved
  - No insurance – no operations

Domestic Ferry Safety

- What can be done about it ?
  - Strengthen administrations, make them accountable
  - Improve communications between administrations
  - Improved vessel clearance procedures
  - Declining to register inappropriate vessels
  - Reviewing operational limitations and areas
  - Linking operational limits with prevailing weather conditions
  - Rigid enforcement of SSM/SOP standards & procedures
  - Alert owners/operators to the consequences of their actions

Domestic Ferry Safety

- What can be done about it ?

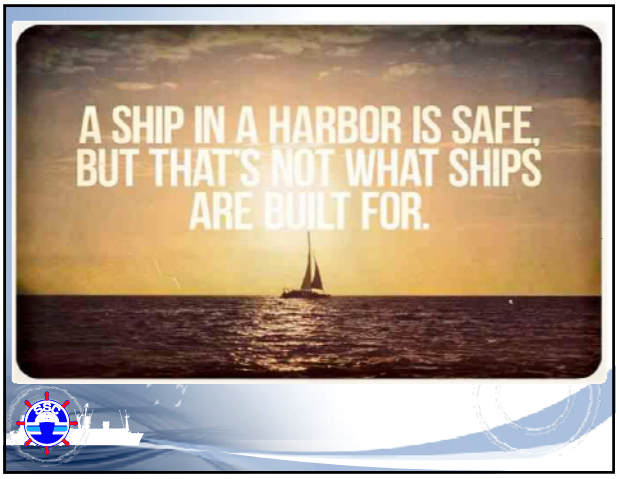
- Alert shipmasters to the consequences of their actions
- Improve training & assessment procedures for seafarers
- Support responsible & professional shipmasters
- Prosecute those involved in corruption, coercion, pressure
- Make the public aware about ferry safety and overloading
- Encourage the reporting of unseaworthy vessels and bad practices
- Get serious, face up to reality, make people accountable for their actions and decisions

The situation in Tonga

- Relevant authorities are aware and are working on a voyage plan to identify solutions

- The voyage may not be short, the weather may be rough but the ship is being made seaworthy and the crew are dedicated and developing competence

There is light at the end of the tunnel

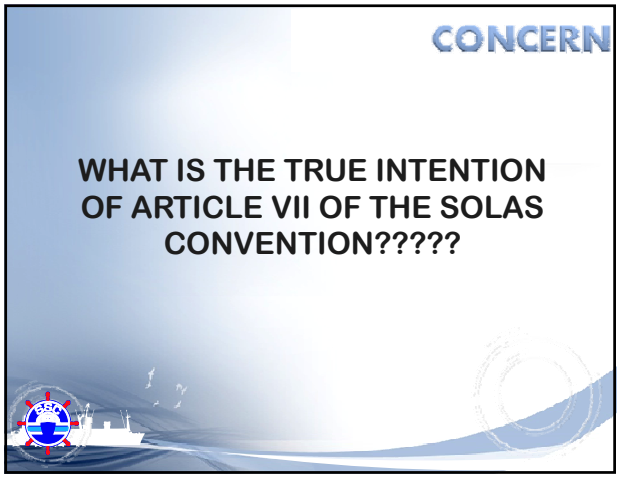

A SHIP IN A HARBOR IS SAFE,
BUT THAT'S NOT WHAT SHIPS
ARE BUILT FOR.


SAMOA
SHIPPING
CORPORATION
WHEN IS SAFETY SAFE?


OBJECTIVE


SITUATION
1. Foreign Flag Vessel
2. Vessel complies with SOLAS Cargo Safety requirements but not with SOLAS Passenger Safety requirements
3. Local Administration Port State the vessel and requires the vessel to carry a Passenger Ship Safety Certificate according to SOLAS
4. Flag reluctant to issue Passenger Ship Safety Certificate


SOLAS
EMERGING ISSUE
ARTICLE VII
SPECIAL RULES DRAWN UP BY AGREEMENTS
"When in accordance with the present Convention special rules are drawn up by agreements between all or some of the Contracting Governments, such rules shall be communicated to the Secretary-General of the Organization for circulation to all Contracting Governments."


CONCERN
WHAT IS THE TRUE INTENTION OF ARTICLE VII OF THE SOLAS CONVENTION?????

1. Assert “legal interpretations by Maritime Attorneys?

2. “Loop-hole” for political convenience??

Do agreements made between States have the legal strength to over-ride the integrity of safety intent of the rules?

Are we prepared to go down this slippery sliding road utilizing article VII at a high cost to safety???

This is an emerging issue an we would invite your valuable input on the matter

Mesures d'Interventions Recherche et Sauvetage en Mer Sensibilisation du Public

LES SAUVETEURS BÉNÉVOLES EN MER

1

2

Commentaires diapo 2

Pendant des années en Polynésie Française les recherches et le sauvetage étaient confiés à l'armée qui disposait de moyens d'intervention capable de rayonner sur l'ensemble des 5 millions km2 de la zone maritime. 97% d'eau et «3% d'îles émergées.

Depuis novembre 2009 par une convention entre le HAUT COMMISSARIAT et le TERRITOIRE de la POLYNESIE il a été créée la Fédération Entraide Polynésienne de Sauvetage en Mer (FEPSM) pour compléter le dispositif de la chaine opérationnelle sous l'autorité et la coordination du Maritime Rescue Coordination Center (MRCC) basé à PAPEETE avec le soutien de la Direction Polynésienne des Affaires Maritime .

899

LES SAUVETEURS BÉNÉVOLES EN MER

Organisation MRCC

Armée française	Polynésie française	FEPSM
2 Avions	Flottille administrative	400 membres
2 Hélicoptères	Moyens communaux	300 bateaux

3

Commentaires diapo 3

MOYENS
Armée française
2 Avions 2 Helicos

MOYENS
Polynésie Française
Flotte administrative
Moyens communaux

FEPSM
400 Membres
300 bateaux

LES SAUVETEURS BÉNÉVOLES EN MER

La FEPSM

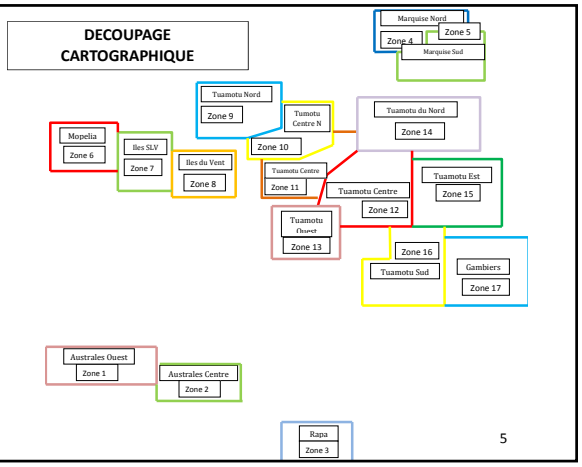
- Concept du bénévolat et solidarité
- Plus de 400 membres
- 300 bateaux
- Répartition sur 5 archipels
- 5 stations opérationnelles
  - **Hiva Oa (Marquises)**
  - **Fakarava (Tuamotu centre)**
  - **Nukutavake (Tuamotu est)**
  - **Moorea**
  - **Teahupoo pour Tahiti**

LES SAUVETEURS BÉNÉVOLES EN MER

4

Commentaires diapo 4

- La FEPSM
- Basée sur le concept du bénévolat et sur la solidarité des gens de mer la FEPSM regroupe actuellement plus de 400 membres avec 300 bateaux privés dont plus de 60% vienne de la flottille pêche côtière réparti sur les cinq archipels.
-
-
- Cinq stations sont opérationnelles :
- Hiva Oa Marquise ; Fakarava Tuamotu centre ; Nukutavake Tuamotu est ; Moorea et Tehaupoo pour Tahiti ;
- D'autres centres sont cours de finalisation et nous devrions atteindre 20 centres pour la fin 2013 afin de couvrir l'ensemble du dispositif par un maillage opérationnel .
- Photo zone



5

Commentaires diapo 5

- Neant

Le fonctionnement

MRCC

Alerte

Fichier adhérents

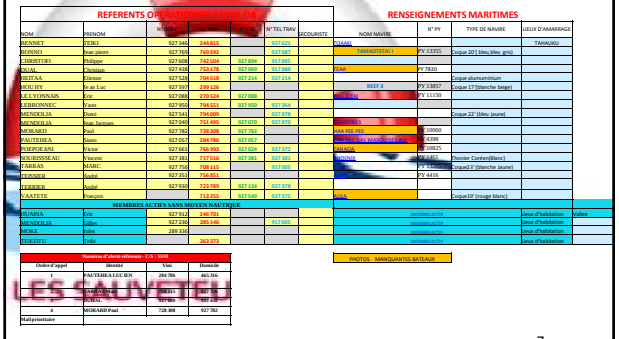
Intervention SAR

6

Commentaires diapo 6

- Le Fonctionnement
- Le MRCC dispose du fichier de tous les adhérents de la FEPSM répartis par zone ainsi dès la mise en alerte les bénévoles interviennent dans le dispositif SAR ; notre participation comprend aussi les PLANS DE SECOURS des AERODROMES .
-
- Pour toute intervention effectuée par un des membres, la FEPSM lui rembourse le carburant suivant un barème .

Le fichier membres opérationnels



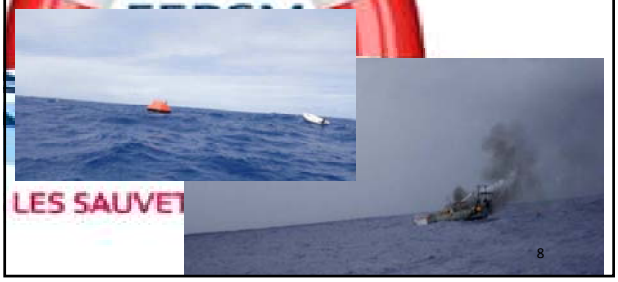
7

Commentaires diapo 7

- néant

Intervention SAR

- En 2011, 40 % des interventions



8

Commentaires diapo 8

- **Pour l'année 2011 40% des interventions ont été réalisées par la FEPSM .**

Les actions

- Opération KAVEKA

LAMPE SOLAIRE

PLB

VHF

9

Commentaires diapo 9

- **LES ACTIONS**
- **Début 2012, nous avons mis en place l'opération KAVEKA en faveur des îles TUAMOTU dont l'objectif est de sécuriser les mouvements inter îles de la population des Tuamotus.**
- **Kaveka, c'est un kit composé d'une balise satellite PLB (Personal Location Beacon) ; d'une VHF portable étanche et de moyens de signalisations .**
- **20 équipements ont été remis gratuitement aux communes.**

Le mode opératoire

10

Commentaires diapo 10

- **Pour toute navigation inter îles les habitants peuvent prendre en compte le KIT en contactant l'autorité administrative de l'île pour cela une Fiche de Partance est établie et ensuite faxé au MRCC qui suivra son voyage ALLER –RETOUR. Cette opération est un grand succès ; les Maires de ces atolls portent une attention particulière à cette démarche ; l'ensemble des atolls habités soit 40 seront doté avant la fin d'année .**

Pour information, en 2011, le MRCC avait recensé 80 fiches de partance ; en fin septembre 2012 plus de 250 déclaration de partance soit 500 mouvements inter îles pour 3000 personnes voyageant avec un moyen sécurisant.

Kaveka en images…

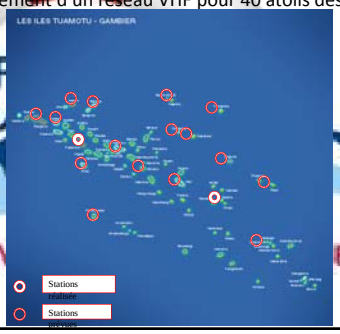
11

Commentaires diapo 11

- néant

Les actions en cours:

- Opération TEREHAU (Naviguer en Paix)
  - Equipement d'un réseau VHF pour 40 atolls des Tuamotu



12

Commentaires diapo 12

- **Il faut noter aussi que le Service de la Pêche de Polynésie Française a distribué 400 balises satellite EPIRD aux professionnels de la Pêche côtière.**
- **Pour compléter ce dispositif la FEPSM lance l'Opération TEREHAU (Naviguer en Paix) qui consiste à doter 40 atolls des Tuamotu de moyens VHF pour assurer une veille et pour certaines îles d'être en contact avec le MRCC .**

13

Sensibilisation au public

- Participation aux événements et manifestations maritimes
- Présentations auprès des scolaires
- Formation aux premiers secours
- Réalisation d'un clip pour une diffusion grand public

Commentaires diapo 13

- SENSIBILISATION
- La FEPSM participe au Salon de la MER ou autres manifestations publiques dans le domaine maritime.
- A la demande des établissements scolaires la FEPSM organise régulièrement des présentations sur la sécurité en mer .
- La FEPSM offre aussi à ses adhérents la possibilité de se former aux techniques de secours.
- Tous les 2 mois la FEPSM diffuse une Newsletter

Conclusion

14

Commentaires diapo 14

- CONCLUSION
- Bien que ne possédons pas de navire dédié au dispositif SAR, la FEPSM avec un budget de 30.000 $ et les difficultés liées à la distance comme par exemple entre TAHITI et les MARQUISES avec 800 Nautique, la FEPSM est devenu un élément incontournable de la chaine opérationnel SAR.
- La réussite de son succès repose sur l'action personnelle et morale engageante de nos bénévoles dont les faits sont observables au quotidien grâce à une valeur chère aux gens de mer : SOLIDARITE .

Marine Evacuation System for MV 'Otuanga'ofa.

Introduction:

In August 2009 Tonga had its worst Maritime disaster which came in the sinking of MV Princess Ashika. There were 74 people died in this disaster.

All the women and the Children and only some of the men died in the disaster. All the dead were mostly inside the Saloon area of the ferry.

Of what we know from the investigation and the testimony of the witnesses there was chaos in the disaster and even if they had to get people off it will be a slow process in trying to get Passengers off using the Jacob ladders.

We have looked at the system on board our ferry boat MV 'Otuanga'ofa, we have the same type of procedure for evacuation of the Passengers and Crew. We currently certified to carry 400 Passengers. If we have to evacuate this amount using the current arrangement , it will take a long time to everyone off, so we look at other options which we will be able get the Passengers and Crew off the ferry quickly and Safely.

Criteria for the Evacuation System:

- Quick and Safe evacuation of Passengers and Crew able to move approximately 600 people in 30mins or less.
- Evacuation system that is easy and comfortable to be used by the Passengers and Crew.
- Evacuation system that is easy to operate in an emergency.
- Evacuation system which is easy to install on to the ferry on its current status.
- Evacuation system which is stand alone.
- Evacuation system that is easy to maintain and service.
- Evacuation system that which is fully enclose so that Passengers cannot tamper with it.

Types of Marine Evacuation System available:

- ***Marine Slide System:***

- ***Marine Chute System:***

Types of Passengers Carried on board the MV 'Otuanga'ofa:

- Elderly people.
- Pregnant Women.
- Infants.
- Children.
- People with difficulty of movement.
- Normal healthy people.

The people above are the different types of people that we normally carry every trip to the outer islands and back from the outer islands to the main Island.

In an emergency all the Passengers and the Crew have to be evacuated and it does not which type of people are on board.

Considerations on what system to get:

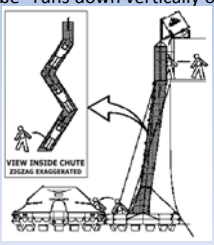
Based on the types of Passengers that uses the ferry consideration of what type of Marine Evacuation System to be used on board the ferry becomes very important. The Marine Evacuation System has to evacuate all types of Passengers carried and Crew, Quickly and Safely.

There are of course the hidden phobias like fear of enclosed space, height etc. These conditions were also considered, as these hidden conditions will hinder the evacuation process.

With these considerations above we looked at the Marine Evacuation Systems and see which of the systems will suit our requirements for the MV 'Otuanga'ofa.

The Chute System

- The Chute system consists of a flexible "tube" running from the deck of the vessel to the rafts down on the bottom of the Chute. This "tube" runs down vertically on to the rafts.



The Slide System:

- The Slide system consists of a "slide" running down on an angle to a docking raft. This "slide" is like the children's slide that they use for playing in a Park.

Reasons for not choosing the "Chute" type:

- The way the Passengers are evacuated (long drop down) injuries.
- The type of Passengers we carry, infants, elderly, Pregnant women, children, people with difficulty in walking.
- If someone is injured at the bottom of the Chute, people coming on top will pile up and causes injury.
- Some people are afraid of enclosed space and they will not enter the "Chute" therefore cause problems in evacuation.

Reasons for choosing the "Slide" system:

- The "Slide" is made of rubber and it is filled with air therefore it is soft they can jump on to it.
- Infants, Children, Elderly, Pregnant women, and people with difficulty in walking can use it without difficulty.
- There is no chance of someone stuck in the middle of the "Slide" to hold up the evacuation.
- The "Slide" is open on the sides so therefore less chance of enclosed space situations like what they have in the "Chute" system.
- People are familiar with slides therefore not afraid to enter the slide.

Conclusion:

With this system installed on board ferry boats around the Pacific islands it will enhance the chances of the Passengers to be evacuated safely on to either life rafts or life boats which ever the case may be.

But of course with **properly trained** Crew and the ferry and the system **maintained properly** this system will help save a lot of people when disaster strikes.

Thank you.

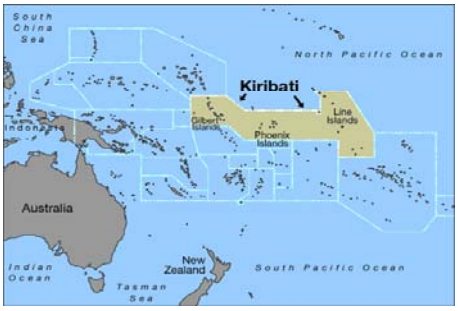
COUNTRY REPORT

Marine Division
Ministry of Communications, Transport & Tourism Development
PO Box 487, Betio Tarawa
KIRIBATI

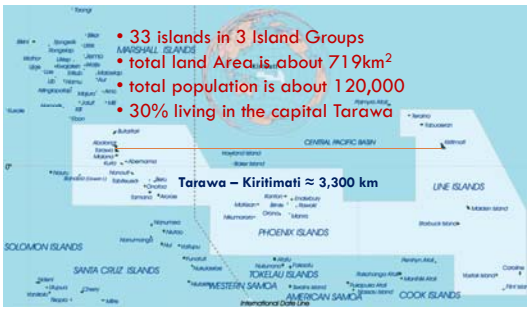
Omirete Tabureka

Background Information

- Geographical Location



Background Information

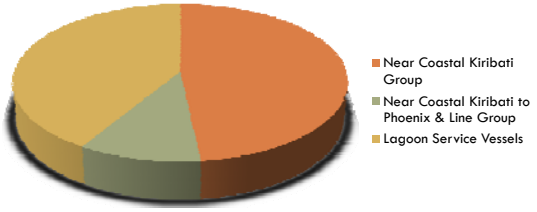


Foreign Shipping In Kiribati

- Several foreign fishing vessels
- Cargo vessels unloading/loading in Tarawa

Domestic Shipping Fleet

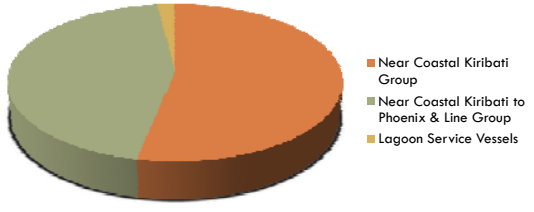
NO. OF VESSELS vs AREA OF TRADE



Mv Moanaraoi used to run a Pacific Region trade under SIS Agreement between Fiji, Kiribati, Nauru, Wallis & Futuna, and Tuvalu until November 2011 when she was no longer fit/safe to run this service.

Domestic Shipping Fleet

GRT vs AREA OF TRADE



Domestic Shipping Fleet

- Moanaraoi : GRT 1167 / LOA 62.55m
  Trade : ex Pacific Region SIS now NC in Kiribati Group.
- Matangare : GRT 1219 / LOA 68.64m
  Trade : NC Trw – Xmas
- Moamoa : GRT 401 / LOA 51.96m
  Trade : NC Trw – Xmas
- Nakoraoi : GRT 248 / LOA 42.80m
  Trade : NC Kiribati Group + Trw – Xmas occasionally

Total GRT TRW-XMAS : 3 x Vessels with total 1868 GRT

Domestic Shipping Fleet

- Privately owned Ships – NC trade Kiribati Group

1. Oceanic Shipping - 2 x Landing Crafts
2. Abemama Shipping – 1 x Catamaran
3. Timeon Shipping – 1 x Catamaran
4. UB Shipping – 1 x Catamaran
5. RoseShipping – 1 x Monohull
6. Nuotaea Shipping – 1 x Monohull + 1 x Catamaran
7. Tebunginako Shipping – 1 x Catamaran
8. Manu Shipping – 2 x Monohulls
9. CPPL – 1 x Monohull
10. MFMRD – 1 x Monohull
11. KSSL – 1 x Moanaraoi

TOTAL : 14 Vessels
TOTAL GRT : 2216

Domestic Shipping Fleet

- Lagoon Service Vessels
  1. Inside Tarawa Lagoon
     8 x Crafts with Outrigger

  2. Tarawa to Abaiang - 2 to 3 hrs steaming
     3 x Catamarans

  3. Tarawa to Maiana – 3 to 4 hrs steaming
     1 x Catamaran

Total : 12 Vessels
Total GRT : 83

Domestic Shipping Fleet

Domestic Shipping Fleet

Marine Legislations

- Shipping Act 1990
  - Shipping (Rations) Regulations 1996
  - Shipping (STCW Convention) 1998
  - Shipping (Ships Agents) Regulations 2001

- Merchant Shipping Act 1983
  - Merchant Shipping (Registration) Regulation 1984
  - Marine Dues & Fees

Marine Legislations

- Harbour Ordinance Cap-40
- Wreck & Salvage Ordinance
- KPA Act 1990
- Telecommunications Act 1983
- Medical Services Act 1996

Revised Marine Legislations

- Shipping Act 2013 (on draft form)
  - will consolidate all existing Acts
  - adds new parts to facilitate current practices
  - including safety of small crafts (fishing boats)
- Implementation date to be confirmed

Search & Rescue

- Cases / Year

Most cases involving small fishing boats reported missing or overdue due to :-

(i) engine failure
(ii) insufficient fuel
(iii) bad weather
(iv) lack of proper equipments

- 2009 : 22 cases
- 2010 : 35cases
- 2011 : 51 cases
- 2012 to date : 29 cases (as of 17 October 2012)

Questions?

Maritime Safety & SAR in Vanuatu

Presented by Henry Worek

Vanuatu's History to Maritime Safety & SAR Legislations

Pre-Independence

Maritime safety enforcement & SAR rested with;

Licensing Officers within the;

- Department of Ports and Marine

In 1997;

Vanuatu Maritime Authority (VMA) was created as the Maritime Regulator

VMA Act, Cap 257

Repealed in 2007

No Maritime Regulators till August 2008.

Regulation orders by the then Deputy PM

- Licensing Section re-created within Ports & Marine Department to regulate the Domestic Registry
- International Registry was delegated to the Ministry of Finance
- SAR was delegated to the Vanuatu Police Maritime Wing

We Immediately had a Problem

Vanuatu is a signatory to 42 IMO conventions + various protocols

- Flag State responsibilities
- Coastal responsibilities
- Port State responsibilities

All were delegated to the Licensing Section, where the Principal Licensing Officer(PLO) *shall* Commissioner for Maritime Affairs

Shipping act, Cap 53

Maritime Safety Implementation has been increased to a new high, since December 1st 2009.

- Increased random spot checks resulting in detentions & temporary de-registrations + Increased No. of Vessels insured
- Annual Surveys
- Increased random inspection of Life raft servicing station
- Increased random inspections of Fire Extinguisher servicing stations
- 18 x 18 month suspensions of Master Licenses
- Mandatory spot checks on all departures and arrivals
- Continuous follow ups on proposed required legislation reviews & ratifications

OUR PRIDE:

DEMAND FOR TRADE DOES NOT OVERRIDE SAFETY

We have

- Commenced Port State Control Inspections with APCIS updates
- Become an associate member to SWPHC
- Lodged our confirmation to host the IHO conference in November 2013 & leading to application for full IHO membership
- Lodged our applications for VIMSAS;

But; *are yet to be externally audited*

SEARCH & RESCUE

Vanuatu falls in under the jurisdiction of New Caledonia MRCC.

Info received via Epirb 406mhz received from;

- Nadi MRCC
- Noumea MRCC

The Vanuatu Police Maritime Wing & Ports and Marine Licensing section is then contacted.

Coordination is then effected

SUCCESSFUL SAR OPS

The assistance of Inter-regional MRCC's include;

- Lone French paddler from Chile to Vanuatu – 2011
- Man overboard (Yachtie) off South Malekula – 2011
- Sun Lover in the Banks Group – 2011
- Banana boat off Aniwa Island - 2011
- Lady Mary-Anne off NE Santo - 2012

Emergency Code

Being a part of the National Emergency Response Group (NERG), the Department of Ports & Marine have been allocated an Emergency short code – **114.**

We then liaise with;

1) *Police Maritime Wing*
2) *MRCC New Caledonia*
3) *Yacht club*
4) *Game Fishing club*
5) *Domestic vessels within area of distress*

Coastal Radio Station

Vanuatu has yet to establish a 24hr Coastal radio station,

But a restricted station has been established at the Shipping section office in Vila & Santo

Firefighting & Towing capabilities

Water pressure goes up to 56mtrs & a bollard pull of 40-60 tons

Vanuatu Meteorological & Geo-hazard department

This department is responsible for;

- Bulletins
- Forecasts
- Warnings

- Now in process of selecting identified vessels for use as meteorology vessels

Registration of an Epirb

• Alex Bodiam of “Bodiam Engineering” is the only recognized registrar for

Epirbs in Vanuatu

-Application for Epirb registration is sent to New York, stating;

-Epirb details & specifications

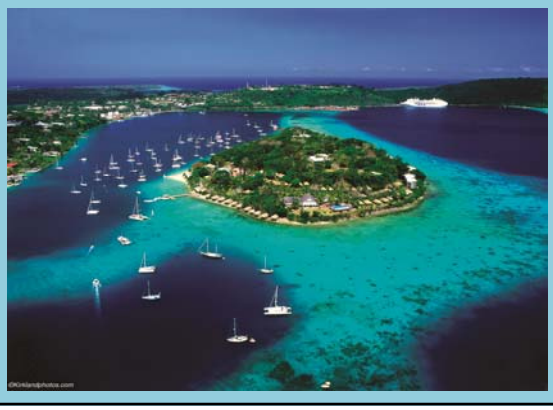
- Vessel Name & Call sign & Vessel details

-3 x 24hr Emergency numbers for identified contacts

-An **“MMSI”** number is issued by New York

(Maritime Mobile Service Identity)

Je vous dit “Merci”



SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

Overview of a Regional SAR Technical Arrangement for Cooperation

Maritime Search and Rescue Technical Arrangement for Cooperation among Pacific Island Countries and Territories that support International Lifesaving in the Pacific Ocean

IMO Regional Forum on Domestic Ferry Safety
Suva, Fiji
30 October to 02 November 2012

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

Purpose

- Sensitize Pacific Island governments to the challenges faced by maritime search and rescue (SAR) agencies within the Pacific region, particularly as they relate to a catastrophic SAR incident or a mass rescue operation (MRO);
- Identify the need to establish internationally and regionally recognized maritime SAR boundaries within the Pacific;
- Encourage improvement in maritime SAR coordination, communication, cooperation, and planning within the Pacific region.

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

Background

- 1st conceived at April 2007 Ministers of Transport meeting.
- SPC tasked at November 2007 IMO/SPC Search & Rescue (SAR) Conference. USCG HQ agreed to assist w/draft.
- Continued support form participants at the November 2009 Pacific Regional Maritime Workshop on SAR.
- Endorsed at the April 2011 Inaugural Regional Meeting of Ministers of Energy, ICT & Transport.
- During 2012 collaboration between SPC and the SAR services in AU, NZ, FR Territories, the PICTs and the US resulted in a revised Technical Arrangement for Cooperation.

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

Expectations

The Technical Arrangement is expected to assist with:

- Meeting the SAR challenges of the Pacific (distance & traffic).
- Providing a clear definition of SAR regions and geographic areas of responsibility (whether a country is signatory to the 1979 SAR Convention or not).
- Framework to develop new and evaluate existing bi-lateral SAR Arrangements.
- Improve regional communication, coordination, cooperation and planning for more effective SAR responses to:
  - *Routine operations where assistance may be required (technical or operational)*
  - *Catastrophic SAR incidents*
  - *Mass rescue operations*
- Provide "a safer and more secure environment for transport related industries, commerce, recreation and travel" (IAMSAR Manual, p2-7)

SECRETARIAT OF THE PACIFIC COMMUNITY
SECRÉTARIAT GÉNÉRAL DE LA COMMUNAUTÉ DU PACIFIQUE

Economic Development Division / La Division développement économique

Summary

- The Technical Arrangement for Cooperation is non-binding.
- Will clearly define SAR boundaries in the Pacific.
- Provide improved lines of communication to increase regional communication, coordination and cooperation of regional SAR operations.
- Support existing and future bi-lateral SAR Arrangements for Cooperation

Bruce Tweed
Ship Safety Audit Adviser
SPC-EDD Transport

PACIFIC FORUM ON DOMESTIC FERRY SAFETY
SUVA, FIJI, 30 OCTOBER TO 2 NOVEMBER2012

Closing address
Milhar Fuazudeen
Head, Maritime Training & Human Element Section
Maritime Safety Division, IMO

Capt. Hogan, distinguished delegates, friends and colleagues, good afternoon.

The time has come, all too soon, to bring this four-day Forum to a close. They have been four fruitful days that enabled forty five delegates - administrators, ship- owners/operators, maritime training providers - from fifteen countries in the Pacific Islands region who have responsibility for the implementation and enforcement of national requirements related to the safety of domestic ferries in their countries, to come together.

This Forum provided an opportunity for PICTs, their development partners and regional organizations' representatives, and the region's maritime industry, to jointly discuss ways of formulating regional support initiatives to address their specific concerns and find indigenous solutions, thus ensuring that domestic ferry safety policies, effective procedures and sustainable activities are relevant to the local environment.

The Forum focused on a broad range of issues related to operational safety of domestic ferries including safety programmes, vessel specific concerns, legislative, regulatory and compliance matters, seafarers' training and certification, operational safety issues, search and rescue and safety awareness activities.

Delegates had the opportunity to discuss current and emerging domestic ferry and other non-convention size vessel safety issues and concerns, from regional and national perspectives with the goal of identifying achievable outcomes that can be realistically implemented by Maritime Administrations and the maritime industry, with a view to enhancing safer ferry operations in the region. You discussed core shared concerns and exhibited an open-minded seriousness in accepting shared responsibility to the best extent possible.

In particular the desire to seek solutions outside the accepted norms in the region led to the formation of the Pacific Island Shipowners Association during the Forum, which will always be remembered as a beacon of the spirit of this Forum.

Certainly, IMO would hope that this collective spirit will permeate deeper to achieve success in your endeavour to find practical solutions to the regions other concerns.

On behalf of the Secretary-General, I hope that the Action Plan adopted today will be able to highlight your key concerns and sensitize the authorities of the region to the need for urgent measures to be taken to address these issues. Through the action plan you have shown your voyage plan for the journey ahead. To reach the end, I hope also that you will be able to set out your strategic plans and clear directions. There will be without a doubt, many challenges ahead, stormy waters, crests and troughs. However, I am sure that with the renowned resilience of island people, you will take collective action in a timely manner to ensure that the momentum begun here will be propagated rather than be stalled. To conclude, the work you take on should relates not only to domestic ferries but should extend to other non-convention size vessels in your waters – together all trading 9and some pleasure vessels) have a significant impact not on operational safety but more importantly on the livelihood of your people who depend almost entirely on the marine transportation industry for survival.

On behalf of IMO, I wish you all success in your efforts, which should hopefully bear fruit in the near, rather than distant, future. God bless you.

Vinaka vakalevu, thank you, merci beaucoup

Bon voyage and a safe journey back home.

_____