

Ferry Safety

International and Domestic Perspectives, Challenges, and Opportunities

Topics

- Historical overview of safety in ferry operations
- Effective risk management and regulation
- Experience of NYCDOT Staten Island Ferry in managing risk
- Considerations for underwriting and loss control assessment
- Your comments



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Fears on ferry safety

Fury at plans to scrap Herald disaster rules

by Emily Stott
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Government proposals to remove safety measures put in place after the Herald of Free Enterprise disaster have been widely condemned.

The regulations were introduced to prevent similar tragedies after the Herald of Free Enterprise capsized on March 6, 1987, resulting in 193 deaths.

Now a document by the Marine Management Organisation

(MMO) suggests that some of these safety measures should be scrapped, including weighing cargo prior to loading and passenger ferries being required to carry an emergency equipment locker.

This is part of the Red Tape Challenge, an initiative to get rid of unnecessary legislation.

MP for Dover and Deal Charlie Elphicke said: "None of us who live in Dover would ever want to risk this happening again. It's important that our ferries are the safest in the world. I think the MMO are wrong and should rethink their proposed changes."

"Every year we mark the Herald of Free Enterprise disaster with a service of remembrance and we will never forget the horror of what happened."

Nautilus International, the



union for maritime professionals, has accused the government of putting costs before safety in its "repugnant" plan.

Senior national secretary Allan Graveson said: "Emergency equipment lockers are in fact more important than ever because of the increasing size of ferries."

The union has also warned against the proposed scrapping of weighing cargo.

Mr Graveson added: "These essential measures are an integral part of a safety package

MP Charlie Elphicke and, far right, his predecessor Gwyn Prosser say lessons from the disaster of the Herald of Free Enterprise, above, must not be forgotten

drawn up in response to the Herald disaster and we must continue to learn from such accidents.

"We believe these proposals have been driven by commercial pressures and by those who

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Safety in Ferry Operations

1987

2014



Herald of Free Enterprise



Sewol

ACCIDENTS

100+

FATALITIES

11,500+

Southeast Asia + Africa

≈ 70%

US ACCIDENTS

1

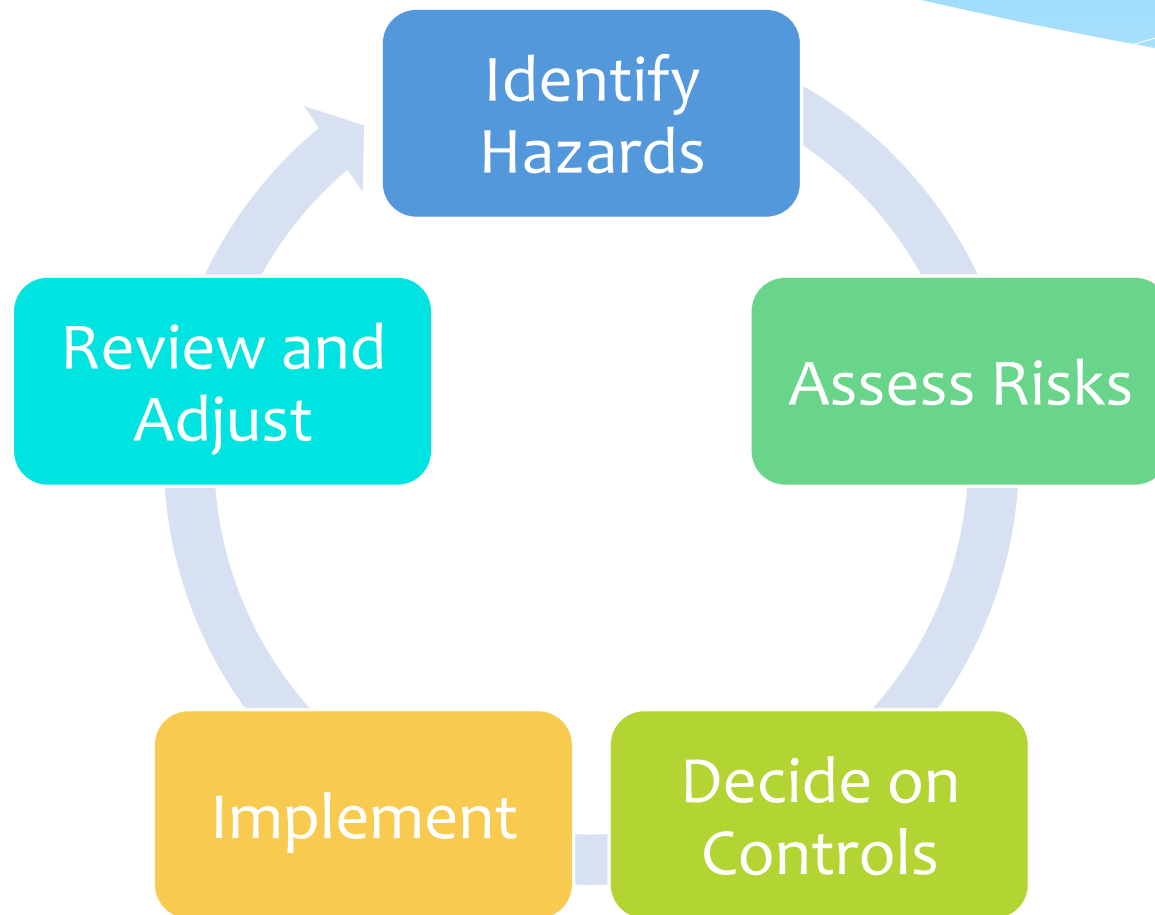
US FATALITIES

11

US ANNUAL PAX MILLIONS

130+

Effective Risk Management and Regulation



Inspect

+ Audit

Enforce

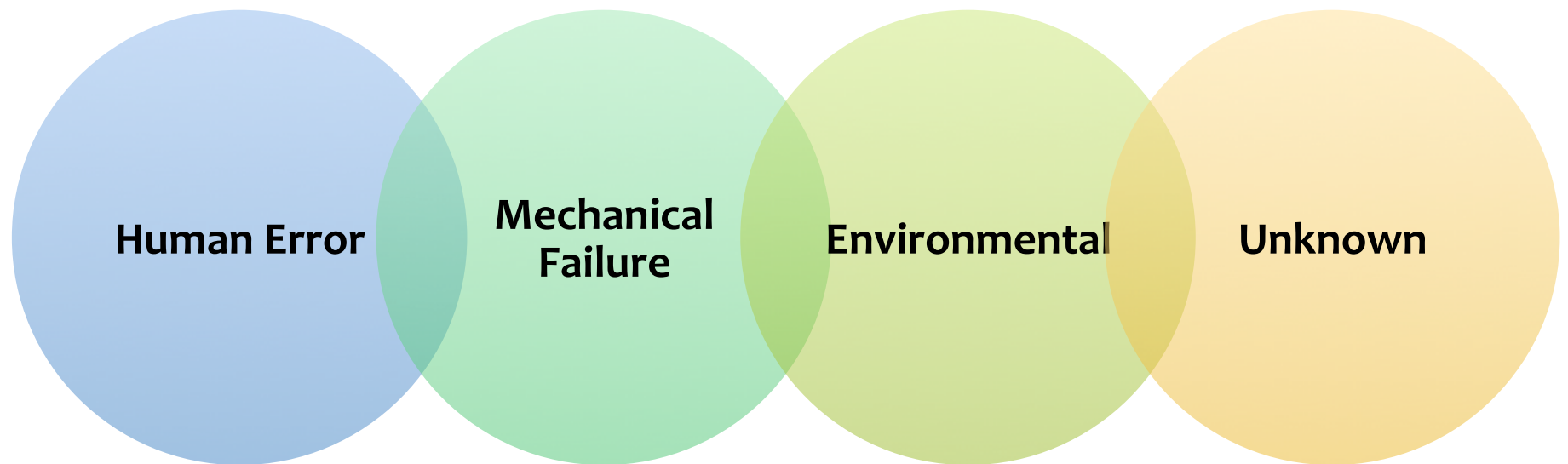
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- No such thing as a risk-free marine operation – managing risk is what vessel operations is all about.
- Types of risks include: human, mechanical, tides and currents, weather conditions...
- Safety Management Systems are put in place to control, manage and mitigate risk.



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Inherent Risks



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Gold standard to manage risk

ISM Code is foundation but PVA and AWO models too

Safety Management System (SMS)

Say what you do, do what you say, and prove it

Controls to ensure safety, establish safeguards against identified risk, and continual improvement

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History with Risk Management

- 2003 incident
- Review of Ferry Operations & Report
- Implementation of Report Recommendations
- Implementation of Safety Management
- Training, employee buy-in, management commitment and resources
- Outcomes

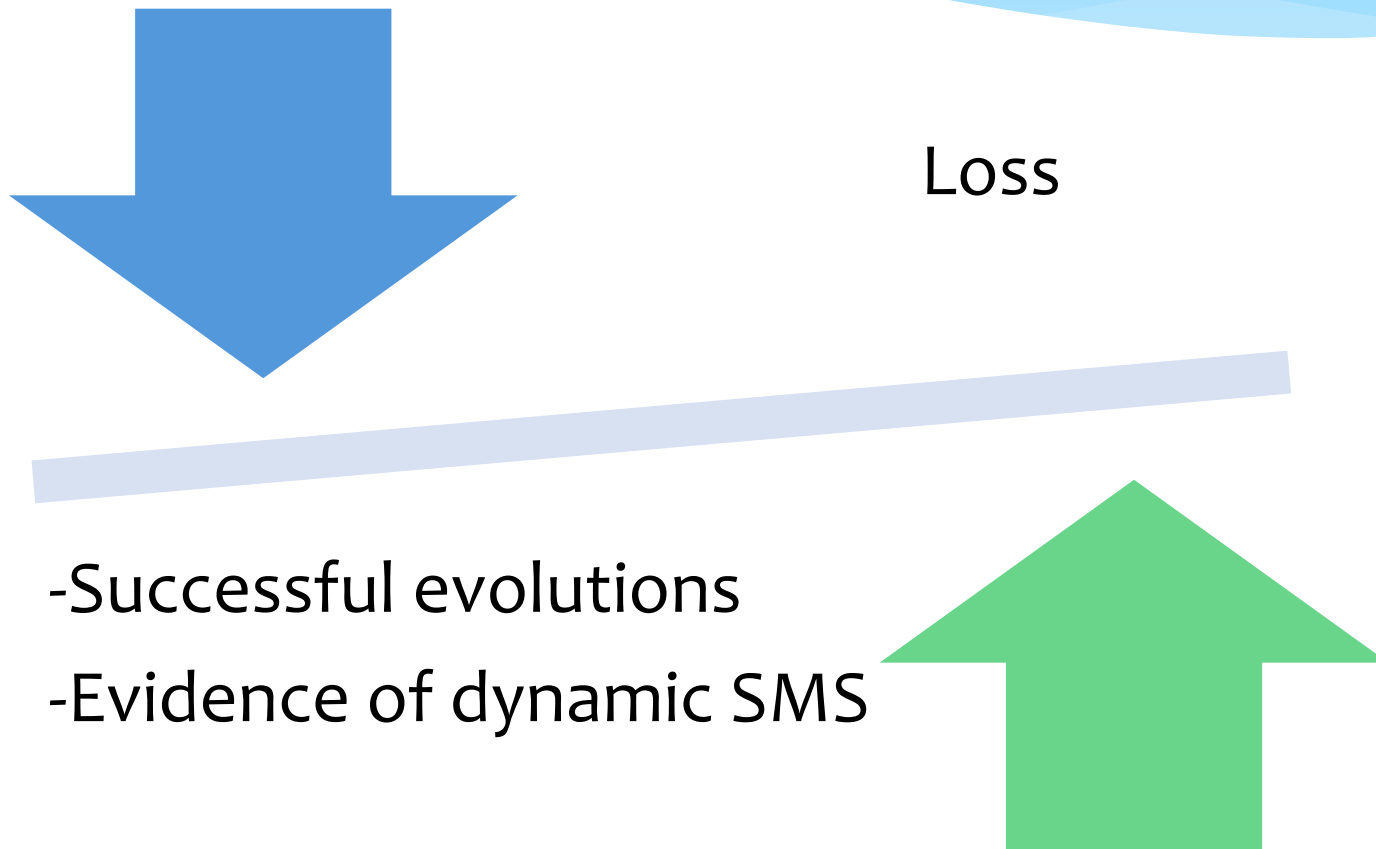
Key Factors for Underwriting and Loss Control Assessment

$N/M = \text{ratio}$

N = loss

M = complementary events – positive outcomes

Key Factors for Underwriting and Loss Control Assessment



Your comments...



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For more information-

- www.imo.org
- www.nts.gov
- www.uscg.mil/pvs/SPV.asp
- <http://www.gpo.gov/fdsys/granule/CFR-2010-title33-vol1/CFR-2010-title33-vol1-part96>
- www.interferry.com
- www.passengervessel.com
- www.americanwaterways.com
- www.erikhollnagel.com/books/safety-i-and-safety-ii.html
- <http://www.nyc.gov/html/dot/html/ferrybus/staten-island-ferry.shtml>
- www.smsllc.com