

RISK ALERT



STEAMSHIP MUTUAL

Paris MoU Harmonised Verification Programme (HAVEP) on passenger ships: 01 JANUARY 2013 – 31 DECEMBER 2013

Introduction

The Paris MoU is focusing attention on passenger ship safety in 2013. In May 2012 the Paris MoU Port State Control Committee agreed to organise a Harmonized Verification Programme (HAVEP) on operational controls on passenger ships. The HAVEP will last for twelve months, commencing on 1 January 2013 and ending on 31 December 2013.

Please note that passenger ferries and passenger high-speed craft are excluded from the HAVEP.

During the HAVEP, Port State Control Officers (PSCOs) will witness an operational control comprising a standard emergency scenario which will include a simulated machinery/other space fire, a passenger evacuation leading to muster drill and an abandon ship drill, which will include lowering of lifeboats to the water and being taken away under power. During the inspection, attention will also be given to the on-board decision support system, ship/shore communications,

SAR plans, records of crew training, supply of emergency power and operation of watertight doors.



The main purpose of the HAVEP is to verify that:

- In the event of a shipboard emergency the crew can organize themselves into an effective team to tackle the emergency
- The officers and crew can communicate effectively with each other and with shore based support and rescue services
- The Master is in control and information is flowing to/from the command centre and
- In the event of the situation getting out of hand, the crew and passengers can safely abandon the ship.

During the HAVEP one standard scenario will be followed and will comprise:

1. Incident Stage: A report or alarm received on the bridge and acted upon by an incident party.
2. Escalation stage: The incident progresses, for example to a major fire which requires the ship to deploy fire, boundary cooling, casualties of passenger and /or crew, evacuation and closing down compartments, as appropriate.
3. Muster stage - Personnel should be mustered at some time to be determined by the Master, lifeboats should be prepared.
4. Abandon Ship stage – The fire fighters should withdraw and the crew/passengers abandon ship. Lifeboats should be lowered and sent away under power, provided it is safe to do so.

Recommendations

The items in the list below are recommended to be covered by



the vessel's check-list to prepare for this PSC inspection:

1. To produce documentary evidence of the crewmembers familiarisation and Basic Training (i.e. Personal Survival Techniques, Fire Prevention and Fire Fighting, Elementary First Aid, Personal Safety and Social Responsibility, Crowd Management, Safety Training, Crisis Management and Human Behaviour).

2. Master may be asked to contact the local Coastguard / Coast Radio station to participate in the drill by setting up radio communications

3. Make contact with the Company, for the exercise, if this is included in the Decision Support System of the SMS on-board ship

4. Ensure that all crew members can communicate with each other and with passengers, especially in emergency situations as this will be observed by the inspector.

5. Ensure that at least one person is assigned only to perform radio communication duties during a distress incident and that this is complied with. That officer's position should be clearly shown on the muster list and he should have no additional duties assigned during the incident

6. To ensure that Fire Control Plans are correctly detailed

7. To ensure that Muster lists are correctly detailed

8. An up-to-date Record of emergency training and drills carried out previously is maintained

9. Checking that a SAR Co-Operation Plan is available

10. Record of the last Damage Control Exercise carried out

11. Testing operation of Watertight Doors (WTD) will be made and the Testing Record is also available on-board

12. Testing emergency source of power will be made and the Record should be readily available for inspection

13. The PSC inspector will be observing Command, Control & Communication during the drills

14. PSCOs will be observing initial response to simulated incident and;

15. Bridge team response in turn;

16. Fire party(s) response will be observed;

17. Ancillary parties (e.g. boundary cooling, stretcher party) reactions will be observed.

18. PSCOs will observe whether passenger accounting is made satisfactorily and;

19. Crew personnel reacted professionally during Muster drill.

20. Ensure that proper instructions are given at assembly/muster station including PPE and clothing.

21. Ensure that LSA are prepared and manned properly

22. Ensure that lifeboats are lowered and sent away timely and safely if possible.

Please note that when deficiencies are found, actions by the PSC Inspector may vary from recording a deficiency and instructing the Master to rectify it within a certain period of time, to detaining the ship until serious deficiencies have been rectified.

For further information on the Paris MoU, please visit their website:

<http://www.parismou.org/>

For further information on this or other Loss Prevention topics please contact the Loss Prevention Department, Steamship Insurance Management Services Ltd.

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