Subject: Passenger ship expert working group – summary outcome of meeting
Annex 1: Agenda
Annex 2: List of participants

1. Following the welcome, and approval of the agenda, the chair (Ms. C. Berg, Head of Maritime Safety Unit, DG MOVE) recalled the main objectives of the meeting: (1) to discuss the interim reports of the EMSA 3 Damage Stability Study and a research project by Germany complementing the EMSA3 study; (2) to discuss the main contributions and possible submissions to the next meeting of the SDC sub-committee (Subcommittee on Design and Construction) to be held on 16 - 20 February 2015; (3) to report on the progress on the EU passenger ship safety fitness check.

2. Report and discussion on EMSA 3 study and on Damage Stability Study by Germany. EMSA introduced the interim results of the study reporting on the progress in line with the planned time schedule. Efforts have been focussing mainly on risk models, risk acceptance criteria, accident statistics and risk calculations. Risk models from HAZID (Hazard Identification Study) and GOALDS have been updated, collision damage risk analysis finalized, sample ships identified and used, and fatality rate for sinking updated. Finalization of the study is expected by the first quarter of 2015. A presentation will be scheduled during SDC2 at IMO in February, accompanied by a Commission INF paper reporting on the status of the study.

The study prepared by Germany was also introduced. This study is intended to complement EMSA3 and it is in particular investigating on small passenger and SPS ships (Special Purpose Ships). The study shows how an increase of the "R index" is possible via cost effective measures for small passenger ships, while it seems more difficult to achieve the same level of increase for SPS vessels. Germany wants to inform on results of the study. Comments were generally positive with some highlighting the need to further consider more Risk Control Options (RCOs), especially for the cases presented in the study by Germany.

3. Preparation for the IMO SDC sub-committee (16-20 February 2015). Following the discussion on the damage stability studies, the Commission highlighted the issue on EU competence. It was agreed to prepare a joint submission to SDC2 in which reference is made to two INF papers, one submitted by the Commission containing the interim results of the EMSA3 study and the other one submitted by Germany containing the results of the study on small passenger and SPS ships.
It was then presented a draft submission to SDC2 on the establishment of a data set for ships in service aiming to collect the "attained subdivision index A" values of such ships. The submission was generally supported. However, being the measure proposed of a voluntary character, support from the industry should be preferably secured in advance.

A draft submission to SDC2 on SOLAS Regulation 9 concerning double bottom arrangements for cargo and passenger ships was presented. Such draft submission was prepared to maintain Regulation 9 provisions for both cargo and passenger ships, however, since a specific concern was raised by FR, it was agreed to further coordinate discussions in the next two weeks to reach an agreement among the experts revising the draft text with a view to submit as a joint submission.

Denmark introduced then a draft submission to SDC2 on watertight doors anti-crushing mechanisms. There was general support, however since some delegations raised some comments and concerns, it was agreed to further coordinate discussions in the next two weeks to reach an agreement amongst the experts revising the draft text with a view to submitting as joint submission.

Italy introduced a submission to MSC94 on the opportunity to introduce a new item on watertight doors maintenance on the long term action plan of the IMO.

4. **Fitness Check on EU Passenger ship safety legislation.** The Commission introduced the latest developments on the status of the fitness check, reporting, *inter alia*, the initial results of the questionnaire to the MSs and the preliminary analysis carried out by the contractor (Tractabel) on the data collected. It was noted by some MSs the surprising large number of wooden ships reported in the replies. Further investigations are on-going.

It was also announced that the contractor, EMSA and the Commission will conduct further investigations in the next months to develop case studies. Findings will be discussed in a workshop with MSs foreseen in January 2015.

5. **Revised IMO action plan for long-term work on passenger ship safety** Revised tables containing the long term action plan with new and old items as agreed at the MSC92 was introduced and complemented with EU-MS comments. A further table has been maintained for assessment with MS topics not contained in the IMO plan. IT is now producing justifications to be submitted.

6. **Presentation of relevant EU-funded research projects.** The database containing safety related projects from FP5 to FP7 including TEN-T research projects has been introduced and made available via CIRCABC.

7. **AOB** – Poland presented the results of a study investigating an alternative formulation for the probabilistic damage stability rules contained in SOLAS. The results were noted by the MSs for further consideration when appropriate.

- EMSA announced a series of appointments: a GBS-SLA (on CSR and on LSA) workshop on 11th of November, followed by a MarED meeting on 12th and 13th of November and by MED experts on 14th of November. EMSA also announced a training in the first week of December on EMSA3 Damage Stability and on Watertight doors.

- The Commission informed on a workshop on the 16th of October, held in London aiming to inform the industry on the interim results of the EMSA3 study.