Regional Forum on Domestic Ferry Safety, Bali, Indonesia
6 and 7 December 2011

Action plan

We, the participants of the Regional Forum on Domestic Ferry Safety held in Bali, Indonesia on 6 and 7 December 2011, agree to invite the stakeholders in the region to take action as follows:

1. IMO, Interferry and all concerned stakeholders, including regional entities (e.g. ASEAN Maritime Transport Working Group-MTWG, Asia Pacific Heads of Maritime Administration Forum-APHoMSA, etc.) should continue an effective dialogue concerning the safety of domestic ferries. Governments should designate relevant focal points for the purpose of effective dialogue and for the provision of appropriate data on domestic ferry fleets.

2. Governments agencies/regulators should undertake to commit to enforcing applicable rules more effectively.

3. Governments should urge, assist and monitor ship-owners/operators to employ/provide fit-for-purpose vessels that are compliant with national rules and regulations.

4. Governments should encourage and assist all parties concerned in the development and implementation of relevant safety management systems and an effective safety culture in the industry.

5. Governments should urge, support and audit/monitor masters and operators in fulfilling their safety obligations.

6. Governments are urged to report initial facts and salient information on maritime accidents and incidents that occur in their territorial waters in the immediate aftermath, and subsequently submit accident investigation reports through IMO’s Global Integrated Shipping Information System (GISIS).

7. Governments should develop:
   
   .1 appropriate shipping safety policies and standards (e.g. for purchase and operation of second hand and converted ships, new buildings standards to ensure adequate safety margins on stability);
   
   .2 fit-for-purpose regulations (e.g. IMO GlobalReg, as applicable);
   
   .3 appropriate ship survey procedures;
   
   .4 relevant training courses and provide appropriate training for surveyors/inspectors/auditors, shore personnel and crew;
   
   .5 standard operation procedures and best management practices, as appropriate, to ensure operational safety of domestic vessels; and
   
   .6 necessary tools to build-up safety awareness of passengers and educate people on safety culture (i.e. not to carry dangerous goods like petrol as personal luggage, maintaining order during embarkation and disembarkation, etc.).

8. IMO could consider undertaking a study on how artificially low fares on domestic ferries could impact on domestic ferry safety, and how this could be overcome.