

Worldwide Ferry Safety Association

8th Pacific Maritime Search and Rescue Workshop, Honolulu, HI, 21-26 July 2019

Mission statement: Worldwide Ferry Safety Association (WFSA) is dedicated to reducing ferry fatalities and expanding the use of safe ferries globally. The not-for-profit organization (501c3) was founded in 2008, and became fully active in 2012.

Background: According to Pacific Maritime Watch, Nov. 2018 over 1000 search and rescue (SAR) incidents had been reported in the Pacific region between 2015 and 2017. Although not all are passenger ferries, the implications for the Pacific region are concerning. Given the vast expanse of ocean, miles of coastline, sudden hazardous weather with worsening winds and waves due to global climate change, and limited communication, enforcement, and response assets, as well as the lack of consistent and effective reporting of incidents, a collaborative effort to improve SAR in the region will have a ripple effect across the Pacific's maritime community and the populations that rely on it for transport and materials.

About the Worldwide Ferry Safety Association (WFSA): WFSA works with international and regional organizations, with national governments and maritime safety administrations to address ferry safety issues. We are here to provide assistance in the following areas:

- Maintain a database of ferry fatalities the world over.
- Commission and publish research on ferry accident prevention and response;
- Sponsor an annual international student design competition for safe ferries;
- Undertake special projects to enhance ferry safety operations;
- Convene an annual international ferry safety and technology conference; and
- Consultation - recently WFSA undertook a World Bank ferry safety mission in Indonesia.

For more Information please see www.ferrysafety.org

How we can help:

1. **Data for management:** WFSA database and analysis on the global record of ferry fatalities assists agencies so they can improve ferry sector management. The database covers the time period 2000-present and has 25 data points. Access through request to ferrysafety@gmail.com.
2. **Data analysis:** WFSA data analysis¹ indicates over 50% of accidents and fatalities have a hazardous weather component as cause. This percentage may actually be increasing in the Pacific in recent years.^{2,3}

¹"Trends, Causal Analysis, and Recommendations from 14 Years of Ferry Accidents, by Abigail Golden and Roberta Weisbrod, Journal of Public Transportation, Volume 19 No. 1 (2016).

<http://scholarcommons.usf.edu/cgi/viewcontent.cgi?article=1513&context=jpt>

²"Disproportionate Numbers: Ferry Safety in the Southern Hemisphere" Roberta Weisbrod, MT, July 2019

³<https://www.nature.com/articles/s41467-018-08066-0> | Published:14 January 2019, "A recent increase in global wave power as a consequence of oceanic warming"

3. **Research regarding new appropriate technology.** WFSA has supported efforts to deploy nano-satellites to improve global communication and tracking capabilities. Please see recent issue of Pacific Maritime Watch <https://www.pcreee.org/publication/pacific-maritime-watch-issue-75>
 4. **Comparative analysis of SAR capabilities.** The International Maritime Rescue Federation in collaboration with WFSA prepared a report, “Ferry Accidents: The Challenge of Rescue” by Kirsten Reid-Sander (2015), which looked at the SAR capabilities of nations that had ferry accidents. Because of lack of access to data at the time, very few PICT accidents were noted and only PNG and Tonga capabilities were described and analyzed. Nonetheless this was a valid study that could augment the PACSAR community analysis of regional SAR capabilities.
 5. **International Student Design Competition for Safe Ferries:** WFSA sponsors and supports the competition for a different safe and affordable ferry system designed for specific operating parameters each year. The second competition was for a Papua New Guinea RoPax. The goals are to introduce maritime students to the need and challenge of designing safe affordable ferries, and to make plans available to countries wishing to construct new fit-for-service ferries. The 7th annual competition is in the planning stage. Organizations interested in participating should contact Roberta Weisbrod at ferrysafety@gmail.com.
 6. **Special Projects: These are areas where WFSA has contributed to safer operations.**
 - a. **Crew training** - this training product developed in association with Bangladesh ferry operators was designed to train crew who are poorly literate.
 - b. **Communication** - the PACSAR Steering Group’s Strategic Plan refers to distress beacons and communication equipment as helping the search component of response activities as well as to enhance prevention by alerting vessels to upcoming hazards. Deployment of nano-satellites significantly improves this capability because of their enhanced coverage of equatorial regions.
 - c. **Hazardous weather monitoring** - WFSA encourages enhanced weather detection and communication for local regions and routes in the Pacific. WFSA has a low cost ferry and landing weather monitor development project underway.
 - d. **Automatic Identification System (AIS)** - WFSA, having explored technologies associated with communication, reports that AIS Antennas are available at no cost by a vendor in exchange for placement and maintenance.
 7. **Ferry Safety and Technology Conference:** provides a venue to showcase maritime safety and technology and for experts to review existing advancements and proposed programs and developments to improve prevention and response. The 2019 conference had over 130 attendees from 17 nations. The International Maritime Organization, the World Bank, the World Health Organization and the U.S. Coast Guard sent representatives. The Sixth Annual Conference will be held in New York City April 22-24, 2020. *For More Information please see www.ferrysafety.org.*
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