



The ISM Code

2. History and objectives

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History of the ISM code

Passenger Ship Accidents

Name ship	Dead	Cause	Date
Doña Paz	4200	collision	1987
Neptune	1800	overloading	1993
Titanic	1501	collision/iceberg	1912
Empress of Ireland	1012	collision	1914
Don Juan	1000	collision	1980
Estonia	912	shipwreck	1994
Tampomas II	450	shipwreck	1981
Salem Express	448	shipwreck	1991
Admiral Nakhimov	423	collision	1986
Doña Marilyn	389	typhoon	1988
Herald of Free Enterprise	193	capsize	1987

Accidents and incidents

~ 20 % Technical reasons

- Malfunction
- Failure
- Bad maintenance
- Wrong use
- Manufacturing fault

Planned maintenance

~ 80 % Human reasons

- Poor management standards
- Poor qualifications
- Communication problems
- Lack of motivation
- Fatigue
- Cultural differences

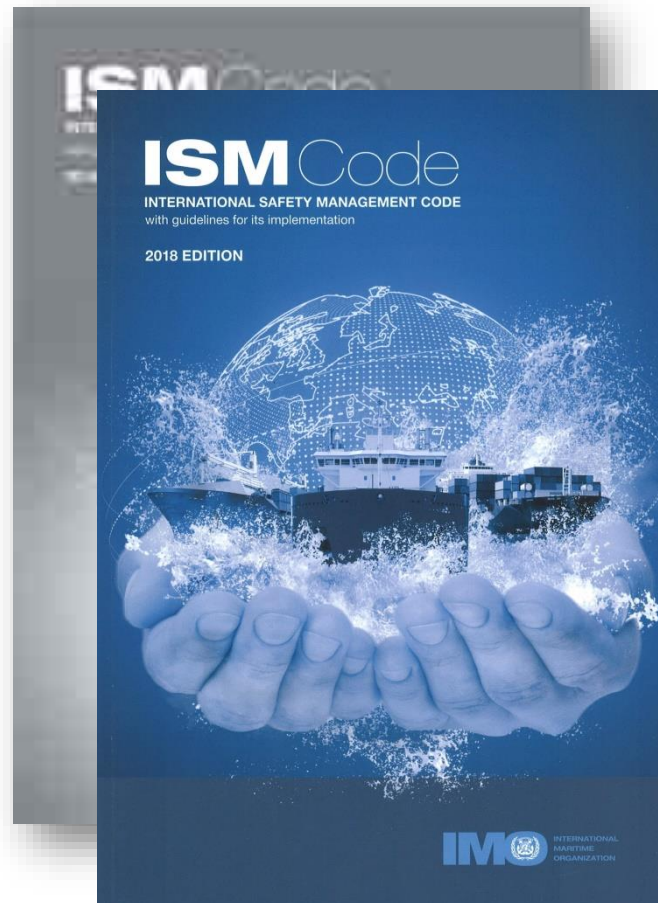
(most) Controlled by Management

Safety and the public

- Absolute safety does not exist and risk is an integral part of transportation.
- The weight of public opinion must not be underestimated, they refuses to accept these modern day disasters.
- Human error can outflank technical advances and preventive measures.

Much tighter and stringent regulations were proposed but...
in addition it was decided to try to change the whole culture of safety
within the marine industry and so ISM was born.

Who, What, Why?



Who?

- Development of international rules by IMO
- Establishing requirements in the ISM Code
- Inclusion of a new chapter IX into SOLAS
- Ratification by flag States
- Implementation into flag State legislation
- Certification and verification (auditing) by Flag State or ROs
- Control by Port State / PSC Instruction 49/2016/07



Paris MoU



What?

- It has been a vital component of the SOLAS Convention since 1994,
- It is a management code based on Human element and relations between shore and ship personnel,
- Highlight the importance of relationship between the Company's top management and ship's crew,
- Every shipping company should develop, implement and maintain a safety management system (SMS).

Why?

The purpose of the ISM Code is to provide an international standard for the safe management and operation of ships and for pollution prevention.

- To ensure safety at sea,
- Prevention of human injury or loss of life,
- Prevent loss of, or damage to vessels, and
- Avoidance of damage to the environment, in particular to the marine environment

Eventually, to make your ship a safer place to work !!

What is a Safety Management System?

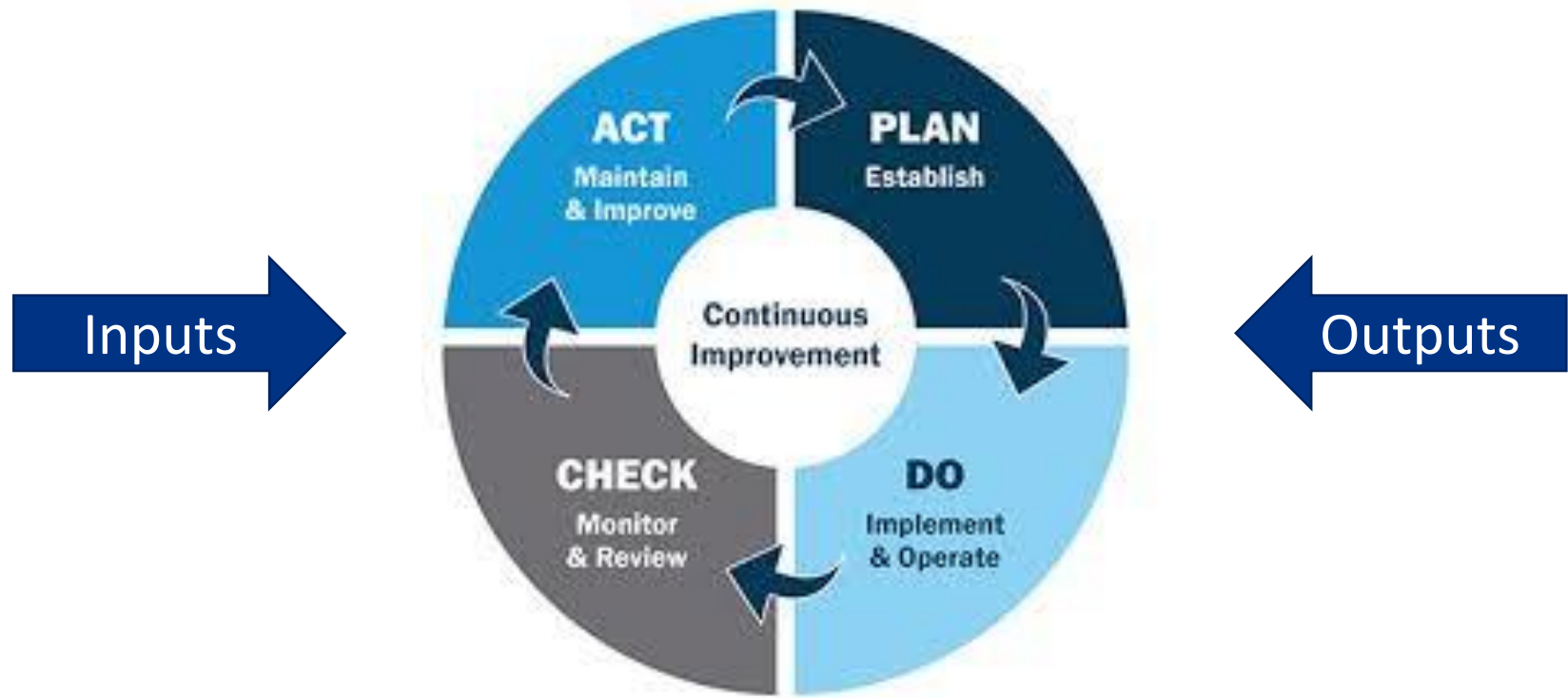
SMS is a documented system for the company and their vessels describing the operations and improvement process through:

- Policy : What do we want?
- Responsibilities : Who organize & controls?
- Procedures : What, When, How and
- Instructions : Who's does what?

The SMS shall

- Provide for safe practices in ship operation and a safe working environment
- Establish safeguards against all identified risks
- Full compliance with all mandatory rules and regulations
- Continuously improve safety management skills of personnel ashore and aboard ships

Continues improvement



Based on Quality system ISO 9001:2000

SOLAS Chapter IX

Compliance to the ISM code is required by Chapter IX of SOLAS 74 Convention. ISM is therefore mandatory.

Reg. 1 - Definitions

Reg. 2 - Application

Reg. 3 - Safety management requirements

Reg. 4 - Certification

Reg. 5 - Maintenance of conditions

Reg. 6 - Verification and control

Reg.1 Definitions

1 International Safety Management (ISM) Code means....

2 Company means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the ISM Code.

3 Oil tanker means ...

Etc....

Reg.2 Application

Under SOLAS Chapter IX, Code applies to ships, regardless of the date of construction, as follows:

- passenger ships including passenger high speed craft, not later than 1 July 1998;
- oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high speed craft of 500 gross tonnage and upwards, not later than 1 July 1998; and
- all other cargo ships and mobile offshore drilling units of 500 gross tonnage and upwards, not later than 1 July 2002.

This chapter does not apply to government-operated ships used for non-commercial purposes.

Reg. 3 SMS Requirements

- The company and the ship shall comply with the requirements of the ISM Code. For the purpose of this regulation, the requirements of the Code shall be treated as mandatory.
- The ship shall be operated by a company holding a Document of Compliance (DoC) referred to in regulation 4.

Reg.4 Certification

- A DoC shall be issued to every company which complies with the requirements of the ISM Code. This document shall be issued by the Administration, by an RO, or at the request of the Administration by another Contracting Government.
- A copy of the DoC shall be kept on board the ship in order that the master can produce it on request for verification.
- A Certificate, called a Safety Management Certificate (SMC), shall be issued to every ship by the Administration or an organization recognized by the Administration. The Administration or organization recognized by it shall, before issuing the SMC, verify that the company and its shipboard management operate in accordance with the approved safety management system.

Reg.5 Maintenance of conditions

- The safety management system shall be maintained in accordance with the provisions of the ISM Code.

Reg.6 Verification and control

- The Administration, another Contracting Government at the request of the Administration or an organization recognized by the Administration shall periodically verify the proper functioning of the ship's safety management system.
- A ship required to hold a certificate issued pursuant to the provisions of regulation 4.3 shall be subject to control in accordance with the provisions of regulation XI/4. For this purpose such certificate shall be treated as a certificate issued under regulation I/12 or I/13.

ISM code overview



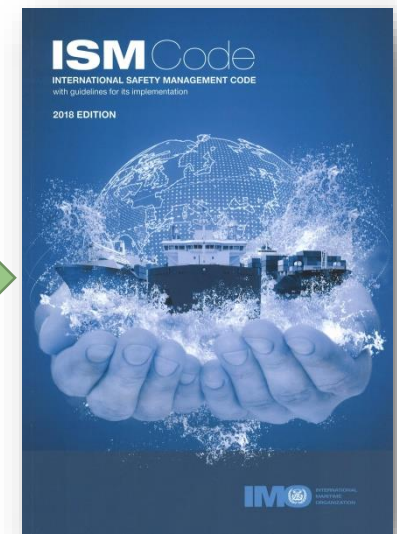
2002 Edition



2010 Edition






2014 Edition



2018 Edition

Legislative overview

ISM code	Resolution	Guidelines	EU regulation
			Reg. 3051/95
2002 	Res. A.741(18) Res. MSC 104(73)	Resolution A.913 (22)	Reg. 336/2006
	Res. MSC.179(79) Res. MSC.195(80)		Reg. 540/2008
2010 	Res. MSC.273(85)	Resolution A.1022(26) MSC-MEPC.7/Circ.5 MSC-MEPC.7/Circ.6 MSC-MEPC.7/Circ.7	-
2014 	Res. MSC.353(92)	Resolution A.1071(28) MSC-MEPC.7/Circ.8 MSC-MEPC.7/Circ.9 (new)	-
	Other relevant guidelines not included in the latest edition	Resolution A.1047(27) Resolution A.1072(28) MSC/Circ.1059 MSC/Circ.1014 MSC-MEPC.2/Circ.3 MSC.1/Circ.817 MSC 93/INF.2	-
2018		Resolution A.1118(30)	-

A photograph of a port scene. In the foreground, a worker in an orange jumpsuit and blue hard hat stands on a ship's deck, holding a hose that sprays water into the air. In the background, a large yellow crane is visible on a barge or dock, along with other industrial structures and a line of trees under a cloudy sky.

Questions?