



Regulation 336/2006

on the implementation of the International Safety Management (ISM) Code

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- The ISM & guidelines (latest amendments)
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The ISM code & guidelines

(Latest amendments)

ISM code publications



2002 Edition



2010 Edition



2014 Edition

Latest ISM code amendments (2014 Edition)

6.2.1 The Company should ensure appropriate manning of the ship through established procedures that encompass all aspects of maintaining safe and efficient operations on board at all times.
Ref. to A.1047(27) Safe manning.

12.2 The Company should periodically verify whether those entities undertaking delegated ISM-related tasks are acting in conformity with the SMS.

All this is included in Res. MSC.353 (92) amendments to the ISM Code into force on 1 January 2015.

Amendments to guidelines (Incl. in 2014 edition)

- Res. A.1071(28)) Revised Guidelines on the implementation of the International Safety Management (ISM) Code by Administrations. (Revokes res. A.1022(26))
- MSC-MEPC.7/Circ.6 Guidance on the qualifications, training and experience necessary for undertaking the role of the Designated Person under the provisions of the International Safety Management (ISM) Code.
- MSC-MEPC.7/Circ.7 Guidance on near-miss reporting.
- MSC-MEPC.7/Circ.8 Revised guidelines for the operational implementation of the International Safety Management (ISM) Code by Companies.

Other guidelines

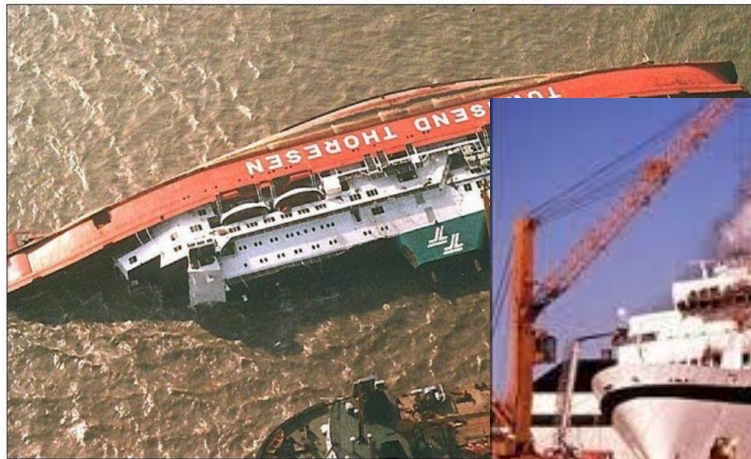
The footnotes in the amended Code MSC.353(92) to these guidelines are inserted for reference and guidance purposes and do not constitute requirements under the Code. However, in accordance with paragraph 1.2.3.2, all applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account.

- Resolution A.1047(27) - Principles of minimum safe manning.
- MSC/Circ.1059 - Procedures concerning Major non-conformities.
- MSC-MEPC.7/Circ.9 - Guidelines for the reactivation of the safety management Certificate following an operational interruption of the safety management system due to Lay-up over a certain period. (New guideline)

Other guidelines (cont.)

- Res. A.1072 (28) - Guidelines for a structure of an integrated system of contingency planning for shipboard emergencies, adopted by the Organization. (Revokes res. A.852(10))
- FAL.2/Circ.127 - Revised list of certificates and documents required to be carried on board ships. (IMO books)
- Circular MSC.1/Circ.1371 - List of IMO safety-related requirements and recommendations applicable to all ships or to certain types of ships. (Min list)
- IACS REC.41 (2005) Guidance for IACS Auditors to the ISM Code.
- IACS REC.71 (2014) Guide for the development of shipboard technical manuals
- IACS REC.127 (2012) A Guide to Risk Assessment in Ship Operations.

EU Regulations on ISM



- Herald of Free Enterprise (1987)
- Scandinavian Star (1990)
- Estonia (1994)

*The "Human factor" is the most common reason for accidents with ships.
However, without Human interaction ships would not function (until now).*

History

Council Regulation (EC) No 3051/95 of 8 December 1995 on the safety management of roll-on/roll-off passenger ferries (ro-ro ferries).

ISM Code mandatory at Community level with effect from 1 July 1996 for all ro-ro passenger ferries operating on a regular service to and from ports of the Member States, on both domestic and international voyages and regardless of their flag.

EU Regulation 336/2006

Regulation (EC) No 336/2006 (15 February 2006) on the implementation of the ISM Code within the Community repealing Regulation (EC) No 3051/95.

Article 2 The ISM code in its up-to-date version = MSC.353(92) latest amendment.

Article 3 Scope

- a) Cargo ships and passenger ships, flying the flag of Member State, engaged on international voyages;
- b) Cargo ship and passenger ships engaged exclusively on domestic voyages, regardless of their flag;
- c) Cargo ship and passenger ships operating to or from ports of the Member States, on a regular service, regardless of their flag;
- d) MoDU operating under the authority of a Member State.

EU Regulation 336/2006

Article 10 Reporting

- The EU Member States are required to report to the Commission on the implementation of the ISM Code under Article 10(1) of Regulation (EC) 336/2006.

EMSA's task is to collect draw-up a consolidated report on the implementation.

Assess the effectiveness of the measures in place and evaluate the Member States proposals on the improvements of the ISM code and guidelines (*ISM expert working*).

The report provides insight into the certification and verification carried out by and on behalf of the flag states (*ROs and other administrations*).

Application to Passenger ships

Safety Management Systems (SMS)

The safety management system should ensure:

- Compliance with mandatory rules and regulations; and
- That applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account

Safety Management Systems (SMS)

Every shipping company should develop, implement and maintain a safety management system SMS which includes the following functional requirements:

- A safety and environmental-protection policy.
- Instructions and procedures to ensure safe operation of ships and protection of the environment in compliance with relevant international and flag State legislation.
- Defined levels of authority and lines of communication between, and amongst, shore and shipboard personnel;
- Procedures for reporting accidents and non-conformities with the provisions of this Code;
- Procedures to prepare for and respond to emergency situations.
- Procedures for internal audits and management reviews.

Audit methods

The auditor assess the SMS on the basis of:

- Documentary evidence;
- Interviews;
- Sample bases;
- Observation of activities;
- Drills, functional tests, operational controls; and
- Cross check.



Interviewing

- Creating a friendly atmosphere;
- Use of OPEN and CLOSED questions;
- Questions on their duties (daily, during emergencies);
- Question their opinion about the SMS; etc....

Reviewing documents

- Ask for a list of SMS forms used (revision and date);
- Check for familiarization forms (equipment, docs, manuals..);
- Check if Forms used are in compliance with relevant international requirements; etc....

Observing

- If they are wearing proper safety clothes;
- How they perform routine activities;
- How they conduct drills, functional tests, ...;
- How they keep working places (Bridge, E/R, Galley,..)
- If they are aware of position and relevant content of DOCS, Forms, Check lists, etc....

Maintenance and inspection & tests

- Maintenance and Inspection of Fire Protection Systems and Appliances (MSC/Circ.1432), etc....;
- Servicing, Inspections & Testing of Life-Saving Appliances, Radio & Navigation Equipment. (MSC/Circ.1331, MSC/Circ.1206), etc.;
- On-board drills performed? (MSC/Circ.1206 Abandon ship drill - launching lifeboats & rescue boats, Res. A.1050 Enclosed Space Entry), etc....

Observing drills



On-board drill requirements

On-board Training, Drills and Inspections of Fire Appliances & Life-Saving Appliances						Intervals								
Requirement	SOLAS Regulations	Directive 2009/45/EC	Service company	Crew	Ship's log	Weekly	Monthly	2-Monthly	3-Monthly	4-Monthly	6-Monthly	Annually	2-Yearly	5-Yearly
Watertight door drills	II-1/21 (II-1/23) MSC.1/Circ.1369	II-1/Part B-2 - 21.1, 22.2		X	X	X2								
Abandon ship drill and fire drill - cargo ships	III/19.3	-		X	X		X							
Abandon ship drill and fire drill - passenger	III/19.3, III/30	III/13.7		X	X	X								
Abandon ship drill - lowering lifeboats	III/19.3.4.1, MSC/Circ. 1206	III/13.4		X	X	X2	X3							
Abandon ship drill - launching lifeboats & rescue boats	III/19.3.4.3 & .6, MSC/Circ. 1206	III/13.2 & 3		X	X		X1		X					
Abandon ship drill - free-fall lifeboat drill	III/19.3.4.4, MSC/Circ. 1206	-		X	X				X					
Abandon ship drill - launch (or simulated launch) free-fall lifeboats	III/19.3.4.4, MSC/Circ. 1206	-		X	X						X			
Abandon ship drill - Marrine Evacuation System drill	III/19.3.4.8	III/13.5		X	X	X2	X3							
Abandon ship drill - MES training	III/19.3.4.8	III/13.8		X	X								X	
Abandon ship drill - testing of emergency lighting	III/19.3.4.9	III/13.6		X	X	X2	X3							
Enclosed Space Entry and Rescue Drills	III/19.3.3 & 19.3.6, Res.A.1050	(III/13.9)		X	X			X						
LSA & fire on-board training	III/19.4.1 & .2	II-2/Part A - 15, III/13.8		X	X	X2	X3							
Davit-launched liferaft training	III/19.4.3	III/13.4		X	X					X				
Launching appliances - inspect wire ropes	III/20.4, MSC/Circ. 1206	III/3.6, 3.12	X	X								X		
Launching appliances - wire ropes renewed	III/20.4, MSC/Circ. 1206	III/3.6, 3.12	X	X										X4
Survival craft, rescue boats and launching appliances (visual inspection)	III/20.6.1, MSC/Circ. 1206	III/3.12		X	X	X								
Test run of lifeboat and rescue boat engines	III/20.6.2, MSC/Circ. 1206	III/3.6, 3.14		X	X	X5								
Davit launched lifeboats - Moved from stowed position	III/20.6.3	III/10		X	X	X3								
Testing of public address and general alarm system	III/20.6.4	-		X	X	X								
Davit launched lifeboats - Turned out from stowed position	III/20.7.1	III/13.4		X			X							
Inspection of LSA including lifeboat equipment	III/20.7.2 & III/36.1	-		X			X							
Steering gear tests	V/26.1 & .2	-		X	X	X6								
Emergency steering drill	V/26.4	-		X	X				X					
NOTES:														
1. Dedicated rescue boats launched monthly if possible	4. When necessary due to deterioration of the falls or at intervals of not more than 5.													
2. Passenger ships	5. In special cases the Flag may waive this requirement for ships constructed before 1 July 1986													
3. Cargo ships	6. Within 12 hours before departure or weekly for ships which regularly engage on voyages of short duration													

Practical guide IACS REC.41

Minimum Audit Duration

The table determines the durations of ISM Code verification, which take into account that there could be variations depending on each company or ship. One manday is 8 hours. The verification does not include document review. Sufficient time should be allowed for document review as necessary.

		MINIMUM AUDIT DURATION	
COMPANY			
small (up to 20 employees *)		1	
medium (between 21 and 50 employees)		2	
large (more than 50 employees)		2	
* number of relevant employees who carry out or have responsibility to the Safety management System of the company ashore			
	INITIAL VERIFICATION	PERIODICAL VERIFICATION	RENEWAL VERIFICATION
SHIP			
Category I			
passenger ships carrying 1500 passengers and above	2	2	2
Category II			
passenger ships and high speed craft carrying 300 passengers and above	2	1	2

Considerations

Integrated Management Systems

At present, a considerable sector of shipping companies combine the practical implementation of the Code with observing the requirements of other voluntary Management Systems (QMS).

There are many common or interfacing requirements, therefore any combination of these systems with the ISM code leads to a more efficient way of managing safety, quality, environmental issues.



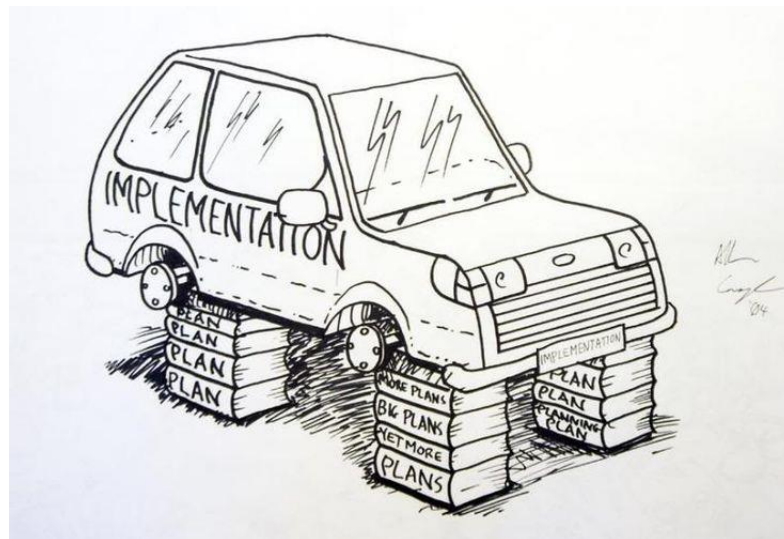
Maritime cybersecurity on ships

The SMM may be the appropriate documents to include references to maritime cybersecurity policies and controls.



Quality management?

The ISM code promotes a safety culture and may show that a management system is available, but there is no indication of the quality and content of the system and its effective implementation.



It requires other tools to measure the quality of the safety management system!!

Self Assessments (SA)

SA may complement the ISM system by encouraging self-regulation and continuous self-improvement.

While SA is a proactive approach towards safety, it is not to be considered as replacement of the ISM Code, SA builds on it and provides a systematic approach that encourages ship operators to move beyond the so-called minimum compliance culture.

Some examples of Self Assessments that complement the ISM code are the Tanker Management Self Assessment (TMSA) and the Domestic Passenger Ships code developed by MCA (MGN 536).





Questions?



Thank you for your attention!

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