

# **EMSA**

## **Training on the implementation of the ISM code**

### **The ISM Code latest amendments**

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2010 Edition



2014

# Assessment of the ISM code

## Assessment of the ISM code

- Report MSC 81/17/1 (December 2005) Assessment of the impact and effectiveness of implementation of the ISM Code.
  - ISM code is seen as an “Added value”.
  - It promotes a safety culture and continuous improvement.
  - But..... further study should be undertaken to revise the code and guidelines

## Areas to improve

- More training to shore based and sea going staff.
- Need better/more guidelines.
- More risk based approach (measurable, benchmarking).
- Consistent interpretation.
- Reduce paperwork.
- Improve the follow-up of Non-Conformities.
- Better identification of the risks on each ship type.
- Coordination of emergency response of parties interacting with the ship.
- Better promoting the Safety culture.

# Other reasons to revise the ISM code

## Other reasons to revise the ISM code

- Concentrated inspection campaign (CIC) on ISM by the Paris MOU in parallel with Tokyo MoU and others MoU's.
- Studies on the implementation by flag administrations and consultants.
- The Maritime Labour Convention, 2006 and Guidelines.
- EMSA report on possible improvements support by SWP
- The EU consolidated report



# The EU consolidated report

## The EU consolidated report

- The EU Member States are required to report to the Commission on the implementation of the ISM Code every two years under Article 10(1) of Regulation (EC) 336/2006, and evaluate the effectiveness of the measures in place.
- EMSA's task to draw a consolidated report on the implementation of the ISM Code Regulation (EC) 336/2006 within the community.

## **The EU consolidated report**

- The performance of the EU Member States and EEA Countries and provides insight into the certification and verification carried out by and on behalf of the flag states.
- The results have been used as the basis for proposals on the improvements of the ISM code and guidelines.

# **The EU ISM expert working group**

## The EU ISM expert working

- Look at the report and other make suggestions for improvement to the ISM Code and related guidelines.
- Objectives of the ISM expert working group is to work on a more efficient and user friendly version.
- Suggestions were received from Member States, the Commission and EMSA and, followed by several rounds of consultation and meetings.

## **The EU ISM expert working submissions**

- In 2010 the ISM expert working group agreed on a set of submissions to IMO.
- In December 2010, ISM expert working group called for 6 submissions to be forwarded as an info paper to the IMO at MSC 89 in (May 2011).
- After MSC 89 it was decided at IMO level to move the whole Human Element (ISM) issue from the MSC to the STW committee (HTW).

## The submissions

1. Amendements to the International Safety Management (ISM) Code Resolution MSC.273(85).
2. Revised guidelines on implementation of the ISM Code by Administrations (resolution A.1022(26)).
3. Revised guidelines for the operational implementation of the ISM Code by Companies (MSC-MEPC.7/Circ.5).

## The submissions

4. Revised guidelines for structure of an integrated system of contingency planning for shipboard emergencies Resolution A.852(20).
5. Guidelines for the reactivation of the Safety Management Certificate following an operational interruption of the SMS due to lay-up over a certain period. (new guideline)
- ~~6. Update of circular MSC.1/Circ.1371 – List of codes, recommendations, guidelines and other safety- and security-related non-mandatory instruments~~



## The EU ISM expert working group

- The papers were discussion STW 43 (WP.05) of which 4 have been approved. The MSC 92 Committee approved the amendments to the ISM Code and guidelines, and will be adopted 1 July 2014 (A.28)
- The (new) lay-up paper was not considered at STW 43 due to time constraints. Nevertheless, the text has been considered at STW 44 (WP.04) and has been approved at the MSC 93.

# What has been amended?

## Amendments to the ISM Code Res. MSC.273(85)

- 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)).
- 12.2 The Company should periodically verify whether those entities undertaking delegated ISM-related tasks are acting in conformity with the SMS.
- 14.4 Issue a ISMC upon reactivation after a period out of service.
- Footnotes referring to the guidelines

## **Amendments to the guidelines on implementation of the ISM Code by Administrations (Res. A.1022(26)).**

- 1.2.2 Scope and application of the ISM code.
- The certification (and verification) process.
  - 3.2 Interim verification
  - 3.7 Additional verification

## **Amendments to the guidelines operational implementation of the ISM Code by Companies (MSC-MEPC.7/Circ.5).**

- 8. Internal auditor's qualifications.
- 9. The Company responsibilities (DOC holder) in relation with ISM-related tasks.

## **Amendments to the guidelines for the structure of an integrated system of Contingency planning for shipboard emergencies (Res. A.852(20)).**

- 3.2.3.2 Responsibility should be assigned for each emergency system...
- 3.2.4.8 The Company should identify all possible situations where shipboard contingency planning would be required relative to the operational requirements, ship's type, equipment and trade, incl. consider which should be reviewed and/or updated whenever changing trade patterns.

## **New guideline on Lay-up over a certain period.**

- 3.1 Review of the SMS after interruption
- 3.2 The Company should notify the Administration and port State or coastal State (if applicable) about the reactivation of the ship and destination.
- 3.3 If the interruption period is more than 3 months but less than 6 months = Additional verification.
- 3.4 If the interruption period is more than 6 months = Interim verification.

**Thank you for your attention!**

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