INTERNATIONAL SAFETY MANANGEMENT CODE - ISM

ISM Code 2018 Edition

This publication includes the texts of SOLAS chapter IX and the ISM Code. Additionally, Guidelines for the operational implementation of the International Safety Management (ISM) Code by Administrations (Res A.1118(30)) and Companies, Guidance on the qualifications, training and experience necessary for undertaking the role of the designated person under the provisions of the ISM Code, Guidance on near-miss reporting, Guidelines on Maritime Cyber Risk Management and resolution MSC.428(98) on Maritime Cyber Risk Management in Safety Management Systems are included.

The ISM Code Exists Because

- IMO has recognized the need for appropriate organization of management and has adopted an International Standard
  - for safe ship management and operation
  - for pollution prevention
- To enable management to respond to the need of those on board ships
- To achieve and maintain high safety and environmental protection standards

Background

- Oct 1989: Adopted by IMO as Res. 647 (16) “Guidelines on management for the safe operation of ships and pollution prevention
- Nov 1991: IMO Res. 680 (17)
- Nov 1993: IMO Res. 741 (18) incorporated the ISM Code as Ch. IX of SOLAS
- 1st July 1998: Entry into force for Passenger vessels, tankers, B/C & HS Craft.
- 1st July 2002: Entry into force for all other vessels

Background

- The ISM Code has undergone 3 amendments
  - MSC Res. 104(73) accepted on 1-Jan-2002, entry into force on 1-Jul-2002
  - MSC Res. 273(85) accepted on 1-Jan-2010, entry into force on 1-Jul-2010
  - IMO Resolution MSC.353(92) which entered into force on 1 Jan 2015

Industry’s Response to Maritime Accidents

- Traditional Approach
  - Apply engineering solutions to promote safety and pollution prevention
  - International standards have addressed equipment and design requirements

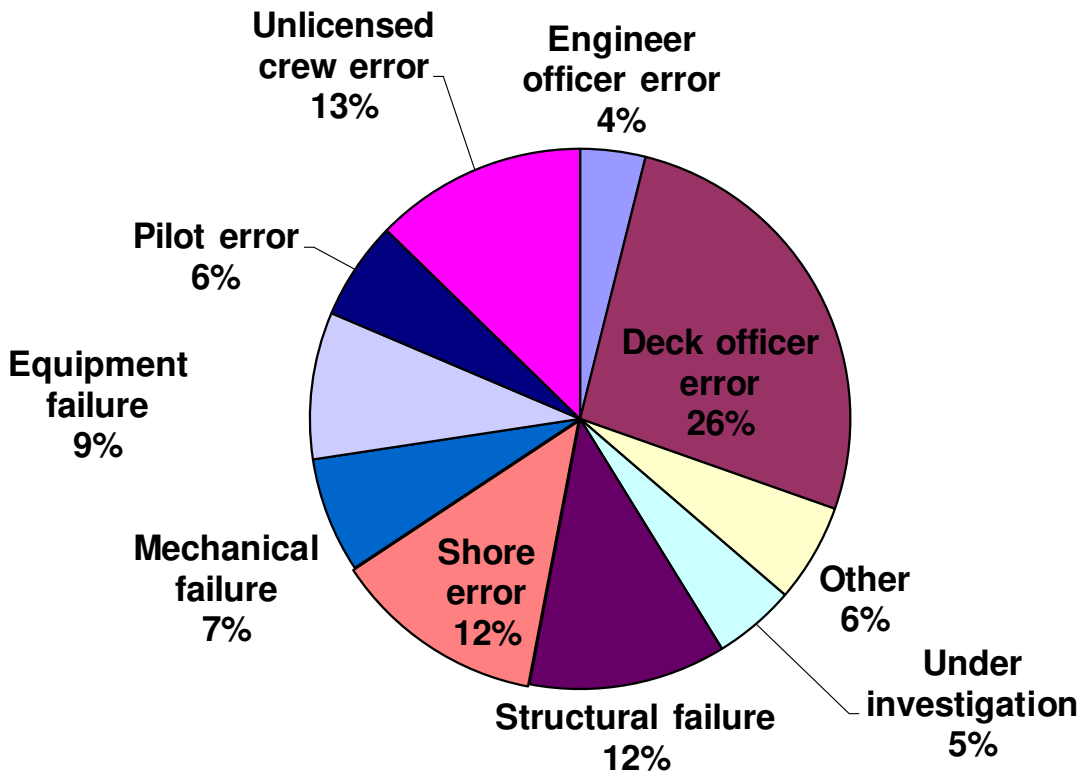
Industry's Response to Maritime Accidents

- New Approach
  - Address people issues
  - Focus on the entire process
    - Vessel
    - Shipboard management
    - Shore-side management

HUMAN FACTORS

- ABILITY / SITUATION AWARENESS: Education, Training, Qualifications, Knowledge & Skills, Communication.
- CULTURE: Nationality, Employer’s policies, Loyalty / trust.
- SOCIAL: Working conditions, Leadership/Support, Team-Work.
- HEALTH: Strength / Endurance, Fatigue, Job content / Stress.

Main Causes of Major Insurance Claims



The DPA role

- ISM Code Clause 4 refers to the Designated Person(s) Ashore (DPA):

To ensure the safe operation of each ship and to provide a link between the company and those on board, every company, as appropriate, should designate a person or persons ashore having direct access to the highest level of management.

The DPA importance

- MSC-MEPC.7/Circ.6 issued on 19 October 2007

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

Shoreside Management Responsibilities

- Develop safety and environmental policies
- Define levels of authority and lines of communication between and amongst shore and shipboard personnel
- Ensure compliance with relevant International and Flag State regulations
- Identify
  - potential emergency situations that can affect the fleet
  - key shipboard operations that can affect safety and pollution prevention
  - critical equipment & standby systems that can impact safe operations

Shoreside Management Responsibilities

- Develop procedures for
  - Responding to potential emergencies
  - Key shipboard operations
  - Regular testing of critical systems
  - Planned and preventive maintenance
  - Reporting injuries, accidents, incidents and near-misses;
  - Corrective & Preventive actions
  - Internal audits& Management reviews.

Shoreside Management Responsibilities

- Commercial Operation:
  - Charters;
  - Cargo procurement;
  - Loading and discharging requirements;
  - Optimum utilization;
  - Liaison between charterers and ship management
  - Purchases, sales and lay-up

Shoreside Management Responsibilities

- COST Control:
  - Compliance with safety and pollution prevention procedures;
  - Procurement and utilization of resources;
  - Purchasing bunkers;
  - Optimum maintenance program;
  - Purchasing stores, provisions and spares; and
  - Insurance
  - Optimum operation to avoid disutilization

Typical Departments ashore

- Safety & Quality – DPA
- Operations
- Technical
- Crew
- Administration / HR / Sr. Management

- Chartering
- Marine / Training
- IT (Cyber Security)