



Dienststelle Schiffssicherheit BG Verkehr

ISM-Circular Nr.: 01/2010

Subject: Amendments to the ISM Code entering into force on 1st July 2010

Reference: ISM-Code, IMO Resolution MSC.273(85)

Remark: This circular has not to be carried on board of ships.

Date: 12th February 2010

1. General

The IMO Resolution MSC.273(85) contains the amendments to the ISM Code. The amendments shall enter into force on 1st July 2010. In the following the amendments are described in short and to some amendments you will find the flag state interpretation. Please take note of the original text in the IMO Resolution.

2. Flag State Interpretation to some of the amendments

Element 1.2.2.2: „... the Company should assess all identified risks to its ships, personnel and the environment and establish appropriate safeguards...“

The amendment of the Safety Management objectives strengthens the already existing national regulations concerning the assessment of the working conditions by the company. The Dienststelle Schiffssicherheit therefore recommends to review the Safety Management Systems related to the compliance with these requirements and to establish procedures for investigation of hazards and assessment of risks related to the ship, the personnel and the environment. We recommend to integrate this procedure in the Safety Management System. The documentation of the risk assessment results, the implemented measures and the control of effectiveness shall be kept in an additional place and has to be verifiable. The Safety and Environmental Protection Policy of the company has to be adapted to the amended objectives.

Element 5.1.5: “Periodically reviewing the SMS ...”

The Word ‚periodically‘ has to be defined in the Safety Management System. It has to be defined in which intervals and after which special occurrences or situations the reviews have to be carried out by the master.

Element 9.2: „*The Company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence.*“

The new wording underlines that not only the implementation of corrective action is needed but also long acting measures which prevent recurrence have to be implemented.

Element 12.1: „*The Company should carry out internal safety audits on board and ashore at intervals not exceeding twelve months to verify... In exceptional circumstances, this interval may be exceeded by not more than three months.*“

While planning the internal audits please take note that the intervals must not exceed 12 months. If the internal audit is carried out after the expiration of 12 months (but not more than 3 months later), a sufficient explanatory statement for this delay has to be documented.

3. further amendments in overview

Element 1.1.10: “*Major Non Conformity means an identifiable deviation that poses a serious threat to the safety of personnel or the ship or a serious risk to the environment that requires immediate corrective action or the lack of effective and systematic implementation of a requirement of this Code.*”

Element 7: “*The company should establish procedures, plans and instructions ...”*

Element 8.1: “*The company should identify potential emergency shipboard operations and establish procedures to respond to them.*”

Element 10.3: “*The company should identify equipment and technical systems the sudden ...”*

Element 12.2: “*... evaluate the effectiveness of the SMS ... “*

New element 13.12: “*When the renewal verification is completed after the expiry date of the SMC ... the new SMC should be valid ... not exceeding five years from the date of expiry of the existing SMC.*”

New element 13.13: “*If a renewal verification has been completed and a new SMC cannot be issued or placed on board before the expiry date of the existing SMC, the Administration or RO may endorse the existing certificate and such a certificate should be accepted as valid for a further period which should not exceed 5 months from the expiry date.*”

New element 13.14: “*If a ship at the time when a SMC expires is not in a port in which it is to be verified, the Administration may extend the period of validity of the SMC but this extension should be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be verified, and only in cases where it appears proper and reasonable to do so. No SMC should be extended for a period of longer than three months, and the ship ... should not be entitled ... to leave the port without having a new SMC. When the renewal verification is completed the new SMC should be valid ... five years from the expiry date of the existing SMC before the extension was granted.*”

Element 14.4.3: “*The company has planned the internal audit within 3 months.*”

Copies of the ISM-Circular and the IMO Resolution MSC.273(85) can be found on our website

<http://www.bg-verkehr.de/service/downloads/dienststelle-schiffssicherheit/ism-international-safety-management>

Action required:

We kindly request all companies to review and update their Safety Management Systems related to the amendments to the ISM Code.

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