



Republic of Mauritius

Ministry of Public Infrastructure, Land Transport and Shipping
4th Floor, New Government Centre
PORT LOUIS

NOTICE TO MARINERS Ref: 1 INS 2002

Title: The International Management Code for Safe Operation of Ships and for Pollution Prevention

Notice to Owners, Operators, Masters and Crew of Merchant Shipping Vessels

The purpose of this Notice to Mariners is to advise owners and operators with respect to the International Management Code for the Safe Operation of Ships and for Pollution Prevention also known as International Safety Management Code (ISM Code).

In spite of the fact that there exist a large number of regulations with enforcement systems to control compliance at national and international levels, shipping casualties continue to happen. Up to now laws and regulations have been reactive and have not been able to prevent or reduce large scale casualties. Studies show that the majority of these casualties are caused by human error either ashore in management or on board the ship. To minimise errors the STCW convention was reinforced and the ISM Code were developed and introduced.

Development of ISM Code

The development of the ISM Code stems from a casualty which occurred in march 1987 off the coast of Zeebrugge resulting in 193 lives lost.

Among the results of the inquiries, it came to light that technical standards alone cannot reduce accidents and management had failed to develop and implement a safety culture on board. The need to adopt onboard and shore management procedures on an international level to ensure safe operation of ships was more than ever necessary to hamper shipping casualties.

In 1994 the International Safety Management Code for Safe operations of ships and for pollution prevention was made mandatory through a new chapter IX of solas' 74. Knowing that a safety culture cannot be developed overnight and that it would take some time for shipping companies and crew to fully understand and be able to comply with the requirements of the Code, time was allocated. For passenger ships, oil tankers, gas carriers, bulk carriers and cargo high speed craft of 500 **GRT** and over, the mandatory application date was 01 July 1998. For the other cargo ships and for mobile offshore drilling units of 500 **GRT** and over the Code will be mandatory as

from 01 July 2002.

The ISM Code addresses primarily the operator and aims at the development of a safety culture which cannot be legislated. The ISM Code should be seen as a tool to improve safety management skills of personnel ashore and onboard and not as an additional burden on ship operator. The ISM Code introduces six (6) functional requirements: -

1. Development of a safety and environmental protection policy
2. Development of procedure to ensure safe operation on compliance with relevant regulations
3. Defined levels of authority and communication
4. Procedures for reporting of accidents and non-conformities
5. Procedures to prepare and respond to emergencies
6. Internal audits and management reviews.

Certification

Implementation of the ISM Code requires certification of the Safety Management System (SMS) ashore and onboard individual ships.

A Document of Compliance (DOC) will be issued to a Company following an audit of the shore management provided that the Company can demonstrate by facts that the system complies with the requirements of the code and has been in operation for a minimum period of 3 months. Furthermore the company should provide objective evidence that the company management systems has been in operation on board at least one ship of each type operated by the company for a least 3 months. The DOC will be valid for 5 years and will be subject to annual verification within 3 months of the anniversary date.

The Safety Management Certificate (SMC) will be issued to individual ships after a successful onboard audit of the SMS provided that objective evidence can support the fact that the SMS has been in operation on board for a minimum period of 3 months before the audit and the company is in possession of a valid DOC.

The SMC will be valid for 5 years to one intermediate verification between the 2nd and 3rd anniversary date.

Interim Certification

An interim DOC with a validity period up to 12 months maximum may be issued to facilitate initial implementation of the Code in newly established companies or where new ship type are added to the existing DOC. An interim DOC will only be issued if the company can demonstrate plans to meet the objective of para 1. 2. 3 of the Code and comply with all the requirements of the Code within the validity period of the interim DOC. An interim SMC with a validity period up to 6 months may be issued to a new ship on delivery and when the company takes on the responsibility for the management of a ship which is new to the company.

Withdrawal of DOC and SMC

The issuing administration may withdraw the DOC or SMC if the periodical verification is not

requested or if there is evidence of major non-conformity within the ISM Code. The SMC associated with the DOC is invalidated if the DOC is withdrawn.

Definition of major non-conformity

Means an identifiable deviation which poses a serious threat to personnel or ship safety or a serious risk to the environment and requires immediate corrective action. The lack of effective and systematic implementation of a requirement of the ISM Code is also considered as a major non-conformity.

PSC Concentrated Inspection Campaign

Mauritian ships entering foreign ports and foreign ships entering Mauritian waters may be subject to Port State Control inspection. A concentrated inspection campaign on ISM Code will be conducted by member countries of the Indian Ocean Memorandum of Understanding on Port State Control (IOMOU) from 1st July to 30th October 2002.

Director of Shipping
Port-Louis
19th June 2002