

## **A-17: INTERNATIONAL SAFETY MANAGEMENT CODE FOR SAFE OPERATION OF SHIPS AND FOR POLLUTION PREVENTION**

**Name of the convention:** International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention

**Acronym or short name:** ISM Code

**International organisation in charge of it:** International Maritime Organization (IMO)

**Summary description (in plain language):** The Code establishes safety-management objectives and requires a safety management system (SMS) to be established by "the Company", which is defined as the shipowner or any person, such as the manager or bareboat charterer, who has assumed responsibility for operating the ship. The Company is then required to establish and implement a policy for achieving these objectives. This includes providing the necessary resources and shore-based support. Every company is expected "to designate a person or persons ashore having direct access to the highest level of management". The procedures required by the Code should be documented and compiled in a Safety Management Manual, a copy of which should be kept on board. The International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) addresses the responsibilities of the people who manage and operate ships and provides an international standard for the safe management and operation of ships and for pollution prevention.

The application of the ISM Code should support and encourage the development of a safety culture in shipping. Success factors for the development of a safety culture include: commitment, values and beliefs.

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Administration (flag State), by an organization recognized by the Administration, or by another Contracting Government to SOLAS at the request of the Administration. The Safety Management Certificate is issued to every ship by the Administration or a recognized organization.

**Date of first approval:** 1993

**Date of coming into force:** On 1<sup>st</sup> July 1998, the ISM Code became mandatory under the International Convention for the Safety of Life at Sea (SOLAS) and from that date it applied to passenger ships, including passenger high-speed craft; and oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high-speed craft of 500 gross tonnage and above. For other cargo ships – including general cargo ships and container ships and mobile offshore drilling units of 500 gross tonnage and above, the Code come into force **on 1<sup>st</sup> July 2002**.

**Dates of revision:** no

**Reasons of revisions:** no

**Stakes for ports:** Port State Authorities are in charge of verification and control of inspections (point.13). In the Annex, it is mentioned that the Port State Control Officer should examine the copy of the document of compliance issued to the company and the safety management certificate issued to the ship. Port State Control Officers carrying out a more detailed inspection of the safety management system if clear grounds are established. The deficiencies in the safety management system (SMS) should be recorded in the Port State Control Officer's inspection report. The Port State Authority should inform the flag state of deficiencies found in the SMS.

**Links with other conventions:** [SOLAS](#), Amendments to the Procedure for Port State Control, Resolution A 882 (XXI)

**Key-words:** safe operation, pollution prevention, safety management

**Internet hyperlink with other website:**

<http://www.imo.org/>

<http://www.ismcode.net/>

<http://www.cdlive.lr.org/>

(full text) <http://www.admiraltylawguide.com/conven/ismcode1993.html>