



MARITIME SAFETY COMMITTEE
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Agenda item 15

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ROLE OF THE HUMAN ELEMENT

Preliminary findings of the 2007 Paris MoU

Concentrated Inspection Campaign (CIC) on ISM Compliance

Submitted by the Paris MoU

SUMMARY

<i>Executive summary:</i>	This document provides the preliminary findings on the Paris MoU Concentrated Inspection Campaign on the International Safety Management (ISM) Code carried out between 1 September 2007 and 30 November 2007
<i>Strategic direction:</i>	12.2
<i>High-level action:</i>	12.2.1
<i>Planned output:</i>	12.2.1.1 and 12.2.1.2
<i>Action to be taken:</i>	Paragraph 11
<i>Related documents:</i>	None

Introduction

1 From 1 September to 30 November 2007, a Concentrated Inspection Campaign (CIC) on the International Safety Management (ISM) Code was carried out throughout the Paris Memorandum of Understanding on Port State Control (Paris MoU) region.

Purpose

2 The Paris MoU carried out previous CICs on the ISM Code in 1998 and 2002, mainly to verify if a safety management system (SMS) was established on board. The purpose of the port State control (PSC) inspection carried out during the 2007 CIC focussed on the effective implementation of the SMS on board.

3 In this context, the twenty-seven Maritime Authorities (Members of the European Union plus Canada, Croatia, Iceland, Norway and the Russian Federation) of the Paris MoU conducted a CIC focusing on compliance with the ISM Code, five years after its global implementation on board ships. This campaign was carried out in co-operation with the Tokyo MoU. Other PSC regimes also carried out an inspection campaign during this period.

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4 In practice the CIC meant that during almost every PSC inspection within the Paris MoU region, the SMS was verified in more detail for compliance with the international standards. PSC officers verified that the SMS on board was not a “paper exercise”.

Outcome of the CIC

5 During the period from 1 September to 30 November 2007 a total of 5,427 inspections were carried out within the Paris MoU on 5,120 ships. Several ships were inspected more than once.

6 A matter of serious concern is that 1 out of 5 inspections showed ISM deficiencies (non-conformities), corresponding with 1,031 inspections. In total 1,868 ISM non-conformities were recorded during the inspections. The average detention rate during the campaign was 5.4%.

7 176 inspections resulted in a detention where one or more major non-conformities (MNCs) were found. Most commonly found MNCs were issued against “effective maintenance of the ship and equipment”, “emergency preparedness” and “reports of non-conformities and accident occurrences”. All three are key areas with regard to the safety of the ship and its crew.

8 Although some serious problems were encountered, it can be said that, in general, the CIC shows that the ISM system is starting to work on board ships. Both shipowners and crew on board understand the system and implement it. The Paris MoU will keep monitoring the implementation of the management systems to ensure that the requirements contained in the ISM Code are complied with.

9 The complete report will be presented to the forty-first session of the Paris MoU Port State Control Committee during its meeting in May 2008 in Athens (Greece) after consideration by the Paris MoU Technical Evaluation Group in March 2008 in The Hague (The Netherlands).

Concentrated inspection campaign in 2008

10 For 2008 a CIC has been planned which will focus on “Navigation – SOLAS chapter V”, including voyage data recorder (VDR), automatic identification system (AIS) and electronic chart display and information system (ECDIS).

Action requested of the Committee

11 The Committee is invited to note the above information and take action as appropriate.
